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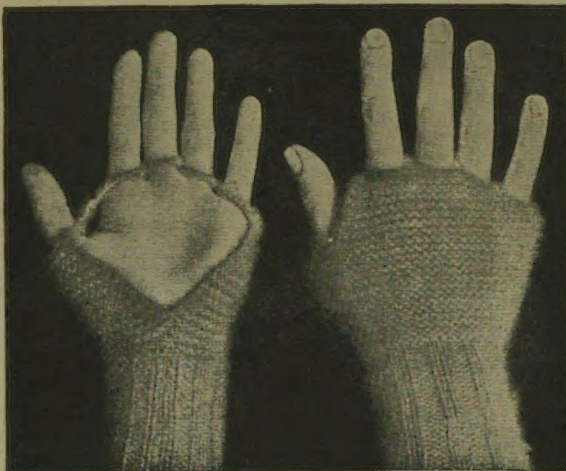
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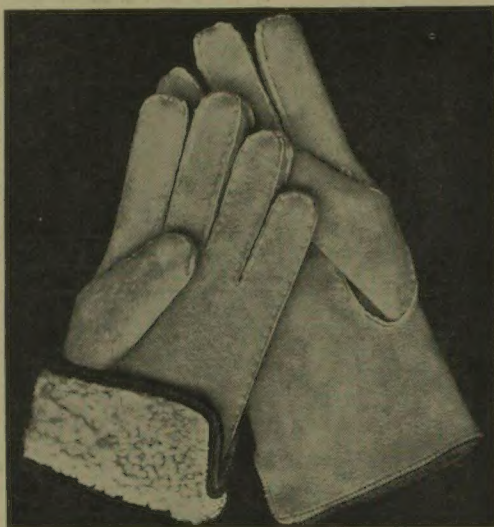
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SATURDAY, OCTOBER 1, 1938.



THE END OF THE FATEFUL GODESBERG MEETING BETWEEN THE PREMIER AND THE FÜHRER: MR. CHAMBERLAIN, WITH HERR HITLER, LEAVING THE HOTEL DREESEN AFTER THE MIDNIGHT CONVERSATION.

Mr. Chamberlain's Godesberg talks with Herr Hitler on the Czech crisis began on September 22, and on the 23rd a conversation which started at 10.40 p.m. continued until 1.25 a.m. The Premier flew back to England on the 24th. After the meeting, a joint official communiqué stated: "Friendly conversations between the Führer and Mr. Chamberlain ended to-day with the handing over of a German memorandum containing Germany's final attitude regarding the situation in the

Sudeten-German territory. Mr. Chamberlain undertook to transmit the memorandum to the Czech Government. [He] . . . paid a farewell visit, in the presence of Herr von Ribbentrop, in the evening. The Führer took the opportunity to express to Mr. Chamberlain his personal gratitude and that of the German nation for his efforts in favour of a peaceful settlement of the Sudeten question. The Premier will return to England this morning by air." (*Planet News*.)

THE CHAMBERLAIN-HITLER CONVERSATIONS: THE PREMIER AT GODESBERG.



AFTER THE FIRST TALK AT GODESBERG BETWEEN THE PRIME MINISTER AND THE FÜHRER: MR. NEVILLE CHAMBERLAIN, ACCOMPANIED BY HERR VON RIBBENTROP (LEFT), THE GERMAN FOREIGN MINISTER, LEAVING HERR HITLER'S HOTEL.

As we note on our front page, the conferences between Mr. Chamberlain and Herr Hitler, begun recently at Berchtesgaden, were resumed on September 22 at Godesberg. That night the British delegation issued a communiqué stating: "The Prime Minister had a conversation with the German Führer, which, beginning at 4 o'clock, was continued until shortly after 7 p.m. It is intended to resume the conversations to-morrow morning. In the meantime the first essential, in

the opinion of the Prime Minister, is that there should be a determination on the part of all parties and of all concerned to ensure that the local conditions in Czechoslovakia are such as not in any way to interfere with the progress of the conversations. The Prime Minister appeals most earnestly, therefore, to everybody to assist in maintaining a state of orderliness and to refrain from action of any kind that would be likely to lead to incidents." (*Sport and General.*)

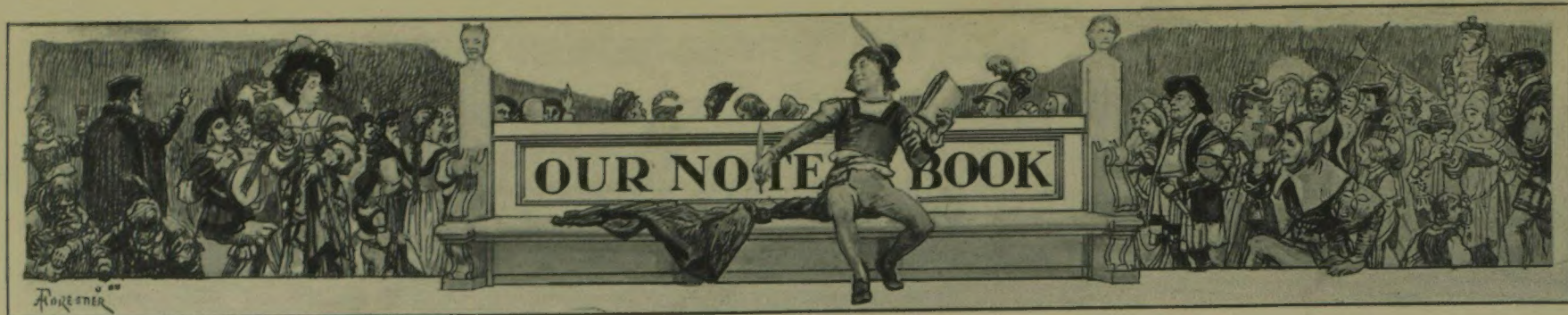
ON THE DAY OF THE DELAYED CONVERSATION WITH HERR HITLER.



THE PRIME MINISTER ADMIRING THE BEAUTIFUL MOUNTAIN VIEW FROM THE BALCONY OF HIS HOTEL AT GODESBERG : MR. CHAMBERLAIN WITH SIR NEVILLE HENDERSON, THE BRITISH AMBASSADOR TO GERMANY.

The intention, referred to in the communiqué of September 22 (quoted on the opposite page), to resume the talks between Mr. Chamberlain and Herr Hitler next morning was not fulfilled, and, as noted elsewhere, their next meeting did not take place till 10.40 p.m. Commenting on the delay, "The Times" stated: "Yesterday [the 23rd] was a day of the most acute suspense. Mr. Chamberlain remained in his hotel on the mountains, Herr Hitler in his hotel by the river

bank. Messengers between the two hotels were ferried across the river and driven up and down the steep slopes of the Petersberg. . . . No official information was obtainable as to the reasons for the hitch. . . . Later the explanation came. Mr. Chamberlain, it was announced, had sent a letter to Herr Hitler, to which the Führer would reply. The resumption of the negotiations was accordingly postponed until later in the day." (*Sport and General*.)



By ARTHUR BRYANT.

A WEEK ago—and what a lot seems to have happened since then!—I wrote, apropos of Dr. Donald Thomson's photographs of the natives of Arnhem Land and Cape York Peninsula, of the failure of the old method of trying to convert primitive peoples into respectable market gardeners in the course of a single generation. That policy has hitherto only ended in disaster: first in doubts, fears and disorders, then in police frays and punitive expeditions, and finally in the rapid extinction, physical and moral, of the hitherto unspoilt and savage people whom it was meant to convert. That way leads only to the degenerate black, thieving and soaking gin at the edge of the compound. And of all the deplorable spectacles modern civilisation sometimes affords, that is about the most deplorable.

Dr. Donald Thomson, as we have already seen, is one of the advocates and pioneers of a better way.

His own expedition, described in these columns, to end native unrest in Northern Australia by making contacts with the scared, and therefore dangerous, aboriginal, has reflected infinite credit both on himself and on the Commonwealth Government of Australia that sent him there. In this, courage and imaginative statesmanship went hand in hand. It is a source of pride to a Briton to know that those of his race in a new land at the other end of the world are taking a lead in solving one of the chief of human problems, hitherto insoluble, that confronts the more civilised peoples of mankind in their contact with the uncivilised. Till now—and it is a confession that a civilised man can only make with shame—the effect of the most progressive races on the most backward

has been the virtual destruction of the latter. In this we have shown ourselves to be little better than the primitive invaders of Palestine some three thousand years ago, who, according to the practice of their day, put to the sword the peoples of the lands they invaded. Our nineteenth-century fathers did not put to the sword the aboriginals of the territories they annexed, but they destroyed them just as surely, and in a more lingering and—if there can be any nicety in such matters—more degrading way. In pursuit of their own selfish advantage, they unconsciously reduced them, in the course of a generation or so, to a state in which they were deprived alike of the companionship of the tribe, their traditional culture and religion, and the instinctive lore by which they and their forbears had earned their simple livelihood. The whites were unable to confer on the aboriginals the blessings of a higher civilisation which can only be assimilated through the evolutionary education of far more than one generation. Yet in their attempts to force them quickly into the mould of docile servants and law-abiding subjects, they deprived them of

that other civilisation which was their own slowly and painfully acquired racial heritage, and which distinguished them from the brute beast and the ape. They laid the axe, as it were, to the very roots of their humanity, and robbed them of their self-respect as they had robbed them of their land. This must seem a harsh judgment, but, on any objective view of the facts, it is not far from the truth.

It has been said that the wise policy of Commons Preservation, that has saved from utter destruction the last public amenities of rustic England, was only evolved after the greater part of the common land of England had been engulfed for ever. But it is at least something that that preserving policy was adopted in the end, even if it was only able to save a tithe of what might have been saved a generation or two earlier. So it may be with the aboriginal of the vast lands which the British race has brought

hunters who formerly possessed Australia and the white men of our race who have made that wonderful land their own.

The first stage in that process which Dr. Thomson and those of his countrymen who think like him are proposing is not the assimilation but the segregation of the native from the white settler. Without that first and essential measure of protection, nothing, it is held, can be done. The first requisite to bring about a partnership between the two races, in place of the extinction and degradation of the one by the other, is to accustom the black man—as sensitive to danger as a wild animal—to the idea that the white man is his friend and not his enemy. That the elements of white law and order should prevail in native territories is obvious. But they can only do so with mutual advantages to both races, instead of solely to the advantage of one, if that law is seen by the

aboriginals to conform in the main to all that is best in their own notions of morality. For that reason the native courts should be presided over by men who are trained in native lore and custom, and who are regarded by the blacks as friends anxious to preserve and honour the best traditions of their own racial and social morality. Such magistrates alone will be able to educate a primitive people in the refinements of a civilised legal code, which, it should be remembered, has only been adopted by ourselves as a result of generations of progressive evolution and practice. Above all, the traditional form of life of the aboriginal needs to be respected, and the means by which it can be practised safeguarded. For untold centuries he has



MR. CHAMBERLAIN AND HERR HITLER CONSULT THE MAP OF EUROPE DURING THEIR DISCUSSION OF THE CZECHOSLOVAK PROBLEM: AN INCIDENT OF THE GODESBERG CONVERSATIONS.

At their conferences on the Czechoslovak crisis, held at the Hotel Dreesen in Godesberg during the Prime Minister's second visit to Germany, he and Herr Hitler made much use of maps in discussing the situation. In the above photograph Mr. Chamberlain is seen leaning on the table to examine the map of Europe while a point in the Führer's remarks is explained by Dr. Schmidt, of the German Foreign Office (acting as interpreter), who is standing between the two statesmen. (*Wide World*.)

under its sway during the last two centuries. The Red Indian—the noble savage of many a philosopher's dream—has passed away, almost as though he had never been, though the loving imagination and gentle, heroic life of Grey Owl has hinted to our own literary generation what a contribution, at once sympathetic and comprehensive, the instinct-guided men of the wilderness might make to the complex, puzzled harried life of the modern world. But there are still races, as yet almost unscathed by the destroying fire of an alien and too sudden civilisation, to which the solvent of a new and more understanding policy can be applied. Of such are the natives of Arnhem Land, whom Dr. Thomson visited at the instigation of the Australian Government, and whose ways and customs he has described with such sympathy and insight. It may well be that in the course of the next generation or two Australia will provide the scene on a small scale of a great and generous experiment which may ultimately result in a kind of partnership based not on similarity, but on dissimilarity, between the survivors of the primitive but kindly nomads and

been a hunter and a nomad. Of that type of life he is a past-master. Many generations must elapse before he can expect to become, or we expect to see him, an equally skilled farm-worker. Nor is there any real necessity to make him such, for the land which he inhabits, in north-east Australia at least, is suited neither for agriculture nor for white settlement. In that corner of the earth, with the guidance and teaching of the white men, the "noble savage" might be given a chance to evolve, along his own lines and in his own self-chosen way, into a being who might in time come to contribute something of lasting value to a civilisation which, as its best thinkers are coming to recognise, has strayed too far, in its search after intellectual progress, from the wisdom of nature and instinct. It is easy to ignore, and, by ignoring, to destroy, for numbers and power are overwhelmingly on the side of the civilised white. But, by the canons of our own treasured democracy, the black man has a right to life, and to that form of life which best accords with his capacities and his desires.

THE NIGHT MEETING BETWEEN MR. CHAMBERLAIN AND HERR HITLER.



THE FÜHRER'S WARM WELCOME OF THE BRITISH PRIME MINISTER ON HIS ARRIVAL FOR THEIR POSTPONED CONVERSATION:
HERR HITLER GREETING MR. CHAMBERLAIN AT THE DOOR OF THE HOTEL DREESSEN, AT GODESBERG.

As noted on another page, Mr. Chamberlain's talks with Herr Hitler on September 23, the second day of the Prime Minister's visit to Godesberg, had been expected to be resumed in the morning, but were postponed until a late hour in the evening owing to the fact that Mr. Chamberlain had written a letter to Herr Hitler and was awaiting the reply. Eventually Mr. Chamberlain arrived at Herr Hitler's hotel, and their conference was continued until the early hours

of the 24th. The German Foreign Office mentioned in its communiqué issued afterwards that "the conversations between the Führer and Mr. Chamberlain . . . were held in a friendly spirit," and concluded by saying: "The Führer expressed to the British Prime Minister and the British Government on this occasion his sincere thanks and that of the German people for the efforts to bring about a peaceful solution of the Sudeten question." (Photograph by Sport and General.)

THE TALKS AT GODESBERG: MR. CHAMBERLAIN'S OUTWARD AND HOMEWARD FLIGHTS IN PURSUIT OF EUROPEAN PEACE.



WHERE THE PRIME MINISTER STAYED FOR THE GODESBERG TALKS WITH HERR HITLER: A ROOM IN HIS SUITE AT THE PETERSBERG HOTEL. (A.P.)



MR. CHAMBERLAIN WARMLY GREETED BY HERR HITLER AT THE HOTEL DREESSEN, AT GODESBERG, WHERE THE TALKS WERE HELD—WITH HERR RIBBENTROP ON THE LEFT. (S. and G.)



HERR HITLER LEAVING THE VESSEL IN WHICH HE HAD PLANNED TO GIVE HIS GUEST A TRIP ON THE RHINE—AN ENTERTAINMENT THAT WAS ABANDONED. (Wide World.)



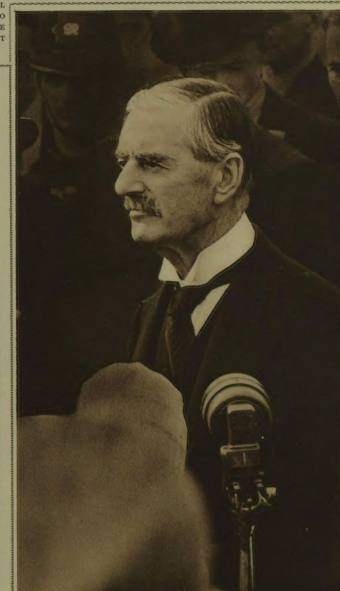
THE PREMIER'S DEPARTURE FROM ENGLAND FOR GODESBERG: MR. CHAMBERLAIN WAVING GOOD-BYE AT THE DOOR OF HIS PLANE, AT HESTON. (A.P.)



THE ARRIVAL AT COLOGNE: MR. CHAMBERLAIN, ACCOMPANIED BY HERR RIBBENTROP, PASSES BEFORE THE



GUARD OF HONOUR OF BLACK-UNIFORMED "SS" MEN, WHOSE BAND PLAYED "GOD SAVE THE KING." (S. and G.)



THE RETURN TO HESTON: MR. CHAMBERLAIN MAKING HIS SPEECH APPEALING FOR A PEACEFUL SOLUTION OF THE CZECHOSLOVAK PROBLEM. (Keystone.)

Mr. Chamberlain arrived at Cologne by air at 12.36 p.m. on September 22 on his way to Godesberg, where his second conversation with Herr Hitler was held. He flew in one of the new super Lockheed "14" machines owned by British Airways. Sir Neville Henderson, the British Ambassador to Germany, accompanied by Mr. Kirkpatrick, the First Secretary, met him at the aerodrome. On the German side there were present a group headed by

Herr von Ribbentrop. Herr Hitler's black-uniformed, steel-helmeted "SS" men mounted a guard of honour, and the band played "God Save the King" as the Prime Minister passed down the ranks. Immediately afterwards, Mr. Chamberlain and his advisers drove away in black cars flying German and English flags. Mr. Chamberlain stayed at an hotel at the summit of the Petersberg, across the river from Godesberg. He occupied a suite of

rooms hung with German and Italian paintings and decorated with masses of red and yellow chrysanthemums. A terrace commanded a wide view of both banks of the Rhine. The conversations took place at the Hotel Dreesen in Godesberg. Mr. Chamberlain arrived there at four o'clock and was warmly greeted by Herr Hitler as he stepped from his car. Herr Hitler seized both of Mr. Chamberlain's hands and shook them warmly—this being

a greeting usually reserved for his intimate friends. Photographs taken during the Godesberg talks appear on the preceding pages in this number. The Prime Minister returned from Godesberg by air on September 24. His broadcast speech, made at Heston immediately after landing, included these words: "I trust all concerned will continue their efforts to solve the Czechoslovakia problem peacefully, because on that turns the peace of Europe in our time."

BOOKS OF THE DAY.

THOSE United States of Europe, of which Briand and other idealists used to talk, hardly seem at the moment likely to materialise. There are too many complications of racial hatred. What Europe needs is a new spirit of tolerance and brotherhood, and a drastic reform of education to inculcate those qualities. Meanwhile we in this continent might borrow some useful hints from the United States of America—the “Melting Pot” in which so many different racial elements are being fused into an American amalgam, with a patriotism of its own. It is lucky for President Roosevelt that these “minorities” do not apparently clamour for autonomy or self-determination, or reunion with their mother countries!

Anyone who still fails to realise the mixture of races living under the Stars and Stripes will find an eye-opener in “AMERICANS ALL.” A Human Study of America's Citizens from Europe. By William Seabrook (Harrap; 8s. 6d.). This book (to suit expression to the theme) got me glued to its pages. The first thing to note is that it is a “true story,” and the author, unlike writers of fiction, shows no fear of the law of libel. Reversing their usual procedure, he says: “All the characters and places in this book are real. It is a fact-picture of real people, named by their real names—and I confidently hope they'll all forgive me.” He describes them with all the vivacity of a picturesque novel, and satisfies Alice's demand for “plenty of conversation.” Explaining its purpose, he writes: “It pretends to show in common, close-up, personal, human terms what kind of ‘people’ Americans of foreign-language origin are to-day, what they contribute to the American scene, how they live in the land of their adoption, how they are viewed and treated there. I am writing about a numerically enormous element in the population of the United States—certainly thirty million and maybe forty million people, including babies, grandfathers, and grown-ups now renamed Jones and Kelly. In a non-statistical, human-interest picture such as this intends to be, the actual number of foreign-born immigrant American citizens, already close to fifteen million, is a mere nucleus for the vast, innumerable total who retain traces of their foreign-language origin.”

In collecting his facts, the author has not relied on “others' books,” or second-hand information, nor has he accepted without inquiry the term, “foreigners” applied, it is said, to immigrants from Europe by some “native” Americans. His methods of gathering material were those of a biographer rather than a historian. “Seabrook,” we are told of him, “determined to find out by personal contact exactly what kind of people they are and how they live. So month after month he ranged the country by aeroplane and car—from his Hudson River Valley to the wheatlands of the North-West, the vineyards of California, the mines of Pennsylvania, and back to New York's East Side and West Side. He went into consulates and farmhouses, restaurants and factories; he was invited to birthday feasts and family suppers. He watched Polish miners take baths, listened to Swedish farmers telling jokes, sat with Italians stuffing themselves with spaghetti, drank tea with Russians and coffee with Germans. The book is alive with people caught in intimacy. . . . Very significant to-day are his comments on the Germans and Italians.”

Mr. Seabrook encountered some rebuffs when he visited, on the banks of the Missouri, “a countryside so thickly, consciously, foreignly German that I might have been in the valley of the Rhine”; and he continues: “Nothing remotely like this had happened to me among Scandinavians and Italians, nor did anything like it happen later among Poles or Russians.” This attitude, however, was by no means universal, and of a more genial type of German farmer he says: “What he loved most in America was freedom. ‘We are free here,’ he kept repeating with a deep, simple joy. ‘We can do what we please, and be independent. . . .’ And I went away feeling that I had met a man who . . . came pretty near being the ideal American citizen, despite his strong foreign accent. Having talked since with hundreds of prosperous German-American farmers in the thickest districts of Wisconsin, Minnesota,

Illinois, Ohio, I am optimistic enough to believe that Louis Poesse [i.e. the man just mentioned] can be multiplied by a couple of million, and called the typical German-American farmer of the Middle West . . . a good, loyal American who wants to keep the land of freedom intact by ‘voting stronger,’ rather than by shooting his neighbours or importing new isms from old Europe.”

Equally significant were the author's observations in the southern quarter of St. Louis, “greatest German-American metropolis,” where he visited German House, a civic monument designed in the style of Heidelberg Castle. “Neither on the way there, through thickly populated German districts with many German signs, nor in its halls, rich with pictures, did I see one single portrait, bust or lithograph of Adolf Hitler, nor one swastika. . . . It turned out later to be the same in Milwaukee, Chicago, Cleveland, New York, and was in notable contrast with Italian sections, which have photographs, engravings, lithographs, plaster statuettes, or bronze busts of Mussolini, spread from hell to breakfast, as Garibaldi used to

about it.

The Melting Pot will boil them down. . . . To sum up Hitlerism in America, the still obviously Germanic population of more than five million (of whom nearly two million are Austrian and Hungarian) divides itself, I think, about as follows: 70% totally indifferent; 20% definitely anti-Nazi; 9% pro-Nazi in a sense consistent with loyalty to the U.S.A.; 1% or less, rabidly, militantly Nazi in a not nice way.” Mr. Seabrook also gives interesting accounts of Scandinavian Americans, Polish Americans, and Russian Americans.

American literature has its “graver self” (to use Matthew Arnold's phrase), which likes long words and exhaustive elaboration; and its “lighter self,” which likes slang. I turn now to an example of the graver sort, a solid work of social criticism, rich in interest for the serious thinker, but rather heavy going perhaps, for the average reader. In a short review I cannot hope to deal adequately with a stout volume of some 600 ample pages (including index and bibliography) entitled, “THE CULTURE OF CITIES.” By Lewis Mumford (Secker and Warburg; 21s.). The following extract, however, indicates at once its scope and the author's literary manner. “What is the city?” he asks. “How has it functioned in the Western World since the tenth century, when the renewal of cities began, and in particular what changes have come about in its physical and social composition during the last century? . . . What are the possibilities for creating form and order and design in our present civilisation? These are some of the questions I shall pose in the following study. . . . To-day our world faces a crisis: a crisis which, if its consequences are as grave as now seems, may not fully be resolved for another century. If the destructive forces in civilisation gain ascendancy, our new urban culture will be stricken in every part. Our cities, blasted and deserted, will be cemeteries for the dead: cold lairs given over to less destructive beasts than man. But we may avert that fate.”

Later Mr. Mumford returns to the subject of “the present moment in Western civilisation,” under the candid heading: “A Brief Outline of Hell.” Among other things, he draws attention to the modern architect's omission to provide against the air menace. “The quarters of the bureaucracy,” he writes, “are planned with so little discretion that a few bombs strategically dropped from the air might paralyse the major government services for weeks at a time: except for the building of occasional vaults and underground chambers, this war-régime has not in the matter of planning and building and layout mastered the most elementary demands of war-protection.”

London is not mentioned in this passage. It may possibly possess examples of anti-aircraft buildings, but they are not obtrusive. Some modern architects seem to be too much absorbed in the functional charm of factories to consider such airy matters. It might have been thought that from the moment when Blériot crossed the Channel, or at any rate when the first bomb fell from the skies, a little foresight and imagination would have suggested to architects and town-planners the needs of the future. Nowadays, it seems obvious that, in war, a nation well protected from air attack would have a decided advantage. Even in time of peace, the risk to buildings from falling aeroplanes is becoming not altogether negligible.

Although Mr. Mumford's classification of stages in the evolution of the city—Eopolis, Polis, Metropolis, Megalopolis, Tyrannopolis, and Nekropolis—appears a little despondent, leading us, like the Seven Ages of Man, down “the way to dusty death,” he is not really a pessimist. He points the way to regeneration. As a former resident at Toynbee Hall in the days of “the Prophet,” I am interested in the author's tribute to such institutions. “Young clergymen and earnest young women,” he writes, “a Canon Barnett, a Jane Addams, instead of travelling to remote parts of

(Continued on page 598.)



THE GOVERNMENT RECEPTION FOR 800 GERMAN EX-SERVICEMEN: THE SCENE IN WESTMINSTER HALL, WHERE SIR THOMAS INSKIP, MINISTER FOR THE CO-ORDINATION OF DEFENCE, PRESIDED.

Eight hundred German ex-Servicemen, led by their president, the Duke of Saxe-Coburg-Gotha, arrived in London on September 22 and were welcomed by representatives of the British Legion. After luncheon in the “Monte Pascoal,” the ship in which they travelled, they went by launch up the Thames to Westminster, where, in Westminster Hall, they were the guests of the Government at tea. Sir Thomas Inskip, Minister for the Co-ordination of Defence, presided and said, in a speech of welcome: “To waste more precious treasure in a new war of greater severity would indeed be a humiliation as well as a disaster for the human race.”

be, side by side, joyfully, with more lithographs of President Roosevelt, Italian and American flags proudly and happily entwined.”

Confessing to a slight admixture of German blood in himself, Mr. Seabrook is sympathetic towards German-Americans as a whole, but of some he disapproves. Describing “Yorkville,” New York's German colony, he criticises in particular one known as “der American Führer,” with his band of Nazi “Storm Troopers,” but thinks his total following is more like 20,000 than the alleged 200,000. “Considering,” he writes, “that there are in America something like twenty million citizens with German blood in their veins, of whom five million still speak with German accents, the violent Nazi group is more like a pimple than a cancer. My guess is that most of the younger ‘Storm Troopers’ will marry nice American girls and have American babies and forget all

PRAGUE HAILS THE NEW NATIONAL DEFENCE GOVERNMENT UNDER SYROVY.



ACCLAIMING SPEAKERS FROM ALL PARTIES AND OF VARIOUS NATIONALITIES WHO APPEARED ON THE BALCONY OF THE PARLIAMENT BUILDINGS AFTER THE ANNOUNCEMENT THAT A NEW GOVERNMENT OF NATIONAL DEFENCE HAD BEEN FORMED: AN EXCITED CROWD IN THE WENCESLAS SQUARE, PRAGUE. (Keystone.)



"LONG LIVE THE ARMY!": LORRY-LOADS OF TROOPS, SURROUNDED BY CHEERING MEN AND WOMEN, DRIVING INTO THE WENCESLAS SQUARE, PRAGUE, WHERE AN ENORMOUS CROWD WAITED TO HEAR PRESIDENT BENES BROADCAST AN ANNOUNCEMENT THAT A NEW GOVERNMENT HAD BEEN FORMED. (Keystone.)

After the resignation of the Hodza Government early on September 22, an enormous crowd assembled in the Wenceslas Square, Prague, to await a broadcast by President Benes. Troops who arrived in the Square to take up positions in front of the loud-speakers were welcomed with shouts of "Long live the Army!" and some were carried shoulder-high. In his speech, President Benes said that the

Hodza Government would be succeeded by a Government of National Defence, on a broad basis, and concluded with these words: "Have no fear about the future of our Fatherland. Let everyone return to his post. Do not listen to rumours and provocations. The nation has deep roots, and I will close with the words of our national poet: 'Czechoslovakia will not perish.'"

TRENCH-DIGGING BY NIGHT AND DAY AS A BRITISH AIR-RAID PRECAUTION.



AIR-RAID PRECAUTIONS IN CENTRAL LONDON: TRENCHES BEING DUG RAPIDLY IN LINCOLN'S INN FIELDS BY THE LIGHT OF FLARES. (Central Press.)



COMPLETING THE FIRST OF A NUMBER OF MUNICIPAL BOMB-PROOF SHELTERS TO HOLD FIFTY PERSONS EACH AT LEYTON: WORKMEN DIGGING A CONNECTING-TRENCH. (Keystone.)



AIR-RAID PROTECTION IN HYDE PARK: WORKMEN DIGGING AN EXTENSIVE TRENCH SYSTEM FOR THE USE OF PEOPLE CAUGHT OUT OF DOORS. (C.P.)



PUBLIC INTEREST IN AIR-RAID PRECAUTIONS: A CROWD WATCHING AIR-RAID TRENCHES BEING DUG IN KENSINGTON GARDENS. (L.N.A.)



TYPICAL OF THE SCENES OF GREAT ACTIVITY IN MANY PARKS AND OPEN SPACES IN LONDON: WORKMEN DIGGING TRENCHES AT WALTHAM GREEN. (L.N.A.)



PART OF THE EXTENSIVE SAFETY MEASURES AT CARDIFF: WORK ON A SPECIMEN OF A DUG-OUT A HOUSEHOLDER COULD CONSTRUCT IN HIS GARDEN. (Fox.)

Among the emergency measures adopted this week were the precautionary calling-up of officers and men of Anti-Aircraft Units and of Coast Defence Units of the Territorial Army; and the fitting and distribution of gas-masks for civilians. In London and in many other places there was much activity in parks and open spaces, where trenches were being dug as refuges. On September 26 Cardiff Corporation issued instructions for nine miles of trenches to be constructed. In an emergency

these would provide protection for 24,000 persons and the cost has been estimated at £16,000. In Hull an appeal was issued to owners of vacant land to place it at the disposal of the A.R.P. authorities, and in Birmingham and Swansea the police have taken a census of cellars which could provide shelter in case of necessity. An S.O.S. was broadcast on September 26 asking every available man to report to the nearest employment exchange for work of this kind. (See also Pages 582-583.)

FRANCE CALLS RESERVISTS TO THE COLOURS: "CERTAIN CLASSES" MOVE.



"BY NO MEANS A GENERAL MOBILISATION": RESERVISTS OF CERTAIN CLASSES REJOINING THEIR UNITS ALONG THE FRONTIERS, IN ANSWER TO AN ORDER PROMULGATED BY THE MINISTRY OF DEFENCE ON SEPTEMBER 24, ASSEMBLING AT STRASBOURG STATION WATCHED BY A CROWD OF CURIOUS SIGHTSEERS. (A.P.)



CALLED TO THE COLOURS BY THE MINISTRY OF DEFENCE: RESERVISTS WAITING FOR THEIR TURN TO LEAVE IN THE APPROACHES TO THE GARE DE L'EST, PARIS, WHERE RELATIVES AND SIGHTSEERS SWELLED THE NUMBERS OF THE CROWD AND MADE PROGRESS ALMOST IMPOSSIBLE. (S. and G.)

On September 24 the French Ministry of Defence promulgated an order recalling certain classes of reserves to the Colours. In an official statement the Ministry said: "In consequence of the development of the foreign situation, the Government has been led to reinforce the precautionary measures already taken to assure the safety of our north-eastern frontier. In particular, it has decided to

call up urgently certain categories of reservists of all classes. This is by no means a general mobilisation. Simultaneously with this measure and with the object of assuring to the troops the necessary means, requisitions have begun on part of the national territory." Immense crowds watched reservists leave from the Gare de l'Est, Paris, on September 25.

THE SUDETEN *FREIKORPS*: FIREBRANDS IN EUROPE'S POWDER - MAGAZINE.



THE SUDETEN *FREIKORPS*' INCURSIONS ON THE CZECH FRONTIER: THE SCENE AT HASLAU, NEAR EGER, IN THE NORTH-WEST, AS ARMED SUDETENS MARCHED BACK INTO THEIR HOME DISTRICTS. (Keystone.)



AT EGER, WHICH, APPARENTLY, WAS AFTERWARDS REOCCUPIED BY CZECH FORCES: A LORRY-LOAD OF MEN RELEASED FROM PRISON BY SUDETEN PARTY OFFICIALS. (Keystone.)



NAZI BANNERS IN EGER: EMBLEMS HUNG OUT BY SUDETEN PARTISANS IN A TOWN WHICH HAS BEEN THE SCENE OF REPEATED ALARMS. (Planet.)



GIRLS WELCOME A *FREIKORPS* DETACHMENT NEAR HASLAU: MEN WHO HAVE BEEN SUPPLIED WITH ARMS (AND ALSO, IT APPEARS, WITH BLANKETS) IN GERMANY; INCLUDING ONE CARRYING AN AUTOMATIC WEAPON (RIGHT). (A.P.)



SUDETEN ENTHUSIASM IN EGER: GIVING THE NAZI SALUTE DURING THE READING OF A PROCLAMATION BY THE MAYOR. (Planet.)



THE LEADING SPIRIT OF THE SUDETEN MOVEMENT WITH HIS FOLLOWERS AFTER HIS ESCAPE FROM CZECHOSLOVAKIA: HERR HENLEIN INSPECTING *FREIKORPS* MEN AT ANNABERG, NEAR THE SAXON BORDER. (Planet.)

THE devotion of German sources to the dissemination of purely propagandist matter, and the partial isolation of Czechoslovakia, left the activities of the Sudeten Germans in obscurity. In Germany it was claimed that the *Freikorps* numbered 40,000 men organised in four divisions armed and equipped with German weapons. Competent observers regarded this figure with scepticism. General Syrový's first act after taking over the Prime Ministership of Czechoslovakia was to move troops up to the frontier, since the gendarmerie could no longer hold the frontier posts against the sporadic inroads. There was heavy fighting in places, and in one town, Graslitz, over 200 men are stated to have been kidnapped.

THE NAZI SALUTE IN CZECHOSLOVAKIA : SUDETENS DEMONSTRATE AT EGER.



SUDETEN GERMANS REJOICE DURING WHAT WAS, APPARENTLY, ONLY A TEMPORARY CZECH EVACUATION OF THE EGER DISTRICT : A PHOTOGRAPH TAKEN IN THE TOWN WHEN SUDETEN LEADERS WERE SPEAKING.

About the time of the Godesberg talks, a strange sequence of events took place in the town of Cheb (or Eger, to give it its Sudeten name), lying in the extreme north-west of Bohemia. According to German reports, the Czech authorities evacuated the town on September 21, taking with them all official documents.

Officers of the Sudeten German *Freikorps* then took charge; and there seem to have been cases of organised bodies of *Freikorps* men crossing the frontier. But on September 23 it was reported that the Eger district was being reoccupied by the Czechs. (A.P.)

PROPOSED CZECH CONCESSIONS: ANGLO-FRENCH AND GERMAN PLANS.

MAPS REPRODUCED BY COURTESY OF "THE TIMES."



THE SUDETEN DISTRICTS OF CZECHOSLOVAKIA, THE CESSION OF WHICH, IT IS UNDERSTOOD, FORMED THE BASIS OF THE ANGLO-FRENCH PLAN OF SEPTEMBER 18: THE AREAS WITH MORE THAN 50 PER CENT. OF SUDETEN INHABITANTS; FOR COMPARISON WITH BOUNDARIES DEMANDED IN HERR HITLER'S MEMORANDUM OF SEPTEMBER 23, GIVEN IN THE MAP BELOW.

IN his speech in Berlin on September 26, Herr Hitler asserted that there was no difference, apart from procedure, between the memorandum on Czechoslovakia he handed to Mr. Chamberlain on September 23 and the Anglo-French plan of September 18. That this is inaccurate, and that his memorandum represents an increase in the concessions demanded of Czechoslovakia, may be gathered from a glance at the maps on this page. The Anglo-French plan contained, it is understood, the following proposals: (a) Transfer without a plebiscite of areas with more than 50 per cent. Sudeten German inhabitants, adjustments to the frontier being made by some international body; (b) an exchange of populations; (c) a guarantee of Czechoslovakia's security if she agreed to these conditions. The German memorandum on Czechoslovakia which Herr Hitler handed, to Mr. Chamberlain on the night of September 23 included the following demands: (1) Withdrawal of the whole Czech armed forces, police, gendarmerie, etc., from the area to be evacuated, as designated on the map (reproduced above). This area to be handed over to Germany by October 1; (2) The evacuated territory to be handed over in its present condition;



A MAP OF WESTERN CZECHOSLOVAKIA, SHOWING THE EVACUATION AND PLEBISCITE AREAS IN ACCORDANCE WITH THE CLAIMS MADE IN HERR HITLER'S MEMORANDUM OF SEPTEMBER 23: DEMANDS REPRESENTING A SUBSTANTIAL INCREASE IN CZECH TERRITORIAL CONCESSIONS, OVER THOSE PROPOSED IN THE ANGLO-FRENCH PLAN.

military forces or the police, anywhere in Czech territory; (4) The German Government to permit a plebiscite to take place in areas to be more definitely defined before, at latest, November 25, the plebiscite to be carried out under the control of an 'international' commission. Thus, it will be seen that the German memorandum, like the Anglo-French plan, contemplated the cession of certain areas without a plebiscite. Under the Anglo-French plan the areas to be thus ceded outright are those in which 50 per cent. of the population, or more, are German-speaking. The German memorandum specifies larger areas, which are shown in the lower of the two maps. In fact, the new frontier demanded gives to Germany nearly all of Czechoslovakia's main defences and a number of strategic points, which would have remained on the Czech side of the frontier contemplated by the Anglo-French plan. The German demands also include plebiscites in further areas, most of which adjoin those in

which total annexation is claimed. A vital proviso of the Anglo-French proposals—namely, an international guarantee of the new frontiers—is absent from the German scheme. Moreover, while the Anglo-French plan stipulated no date for the transfer, the German demand made to-day, Saturday (October 1), the time limit.

WORDS ON WHICH ALL EUROPE HUNG: HERR HITLER'S BERLIN SPEECH.



THE AUDIENCE IN THE SPORTS PALACE AT BERLIN WHILE HERR HITLER WAS SPEAKING: A VIEW SHOWING (UNDER THE BIG SWASTIKA IN THE BACKGROUND) THE ROSTRUM AND (ABOVE) AN INSCRIPTION STATING: "THE GERMANS IN CZECHOSLOVAKIA ARE NEITHER UNARMED NOR DESERTED. THAT SHOULD BE KNOWN." (Associated Press.)



THE FÜHRER SALUTES HIS BERLIN AUDIENCE: A CLOSE-UP VIEW OF THE NAZI LEADERS ON THE ROSTRUM—(FROM LEFT TO RIGHT) DR. GOEBBELS, HERR HITLER (WITH UPRaised ARM), HERR HESS, FIELD-MARSHAL GÖRING, HERR VON RIBBENTROP, DR. FRICK, HERR HIMMLER, AND HERR RUST. (Planet News.)

During his speech, Herr Hitler said: "We have no interest in breaking the peace." He recalled the naval agreement with Britain "to secure a lasting peace between the two peoples," and declared: "We do not want war with France. . . . Alsace-Lorraine does not exist any more for us. The best relations will prevail between France and Germany so long as they work together." On the Czech crisis, he said: "I have now placed at the British Government's

disposal a Memorandum with the final German proposal. . . . The contents . . . are the practical execution of what Herr Benesh has promised. . . . He will have to hand over this area to us on October 1. . . . I am grateful to Mr. Chamberlain for all his efforts, and I have assured him that the German people want nothing but peace . . . and that, when this problem is solved, Germany has no more territorial problems in Europe."



THE WORLD OF SCIENCE.



THE TUNNY.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

IN my newspaper, a few days ago, I found a letter advocating the use of that giant among fishes, the tunny, as an addition to our bill of fare. The writer, Colonel Peel, a great yachtsman and an enthusiastic tunny-fisher, laid stress on the excellent flavour and nourishing qualities of the tunny; and he speaks from long experience. Furthermore, he suggested that our fishing-fleets might profitably exploit this new source of food. For though within recent years tunny have appeared in our waters in immense numbers from July to October, and have afforded excellent and exciting sport to anglers, no attempt to take a hand in this fishing has been made commercially. As the tunny may weigh anything up to 1500 lb., this is to be wondered at. Fish of this weight, of course, are exceptional, the general average being between 500 lb. and 600 lb. Such as are not sold, he suggested, for immediate consumption, should be "tinned." They are certainly quite as suitable

The naturalist Pennant, long ago, in a pious vein, assured us that the vast shoals of herrings which, at certain seasons, swarm in our seas came at the behest of "the mighty Power which originally impressed on this most useful body of creatures the instinct that directs . . . and causes them, at

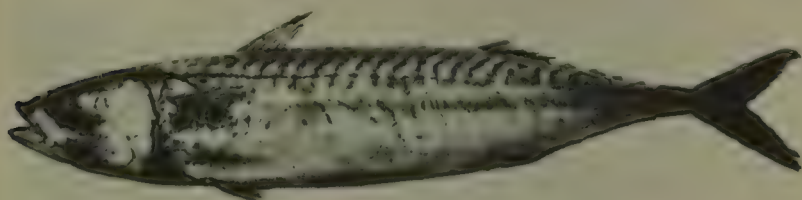
certain times, to quit the vast polar deeps and offer themselves to our expectant fleets"! To-day we believe that they follow their food-supply. And the same is true of the hordes of tunnies that visit our waters. They come to gorge themselves on their smaller cousins, the mackerel, pilchards, and other small fishes. The breeding-grounds of the tunny are apparently unknown. And no specimens of very young fish seem ever to have been found. And we are just as much in the dark as to where they spend the winter months. Their geographical range is indeed extensive, stretching through the Atlantic, Indian, and Pacific Oceans, and as far north as Newfoundland. Hence the search for the tunny in its winter quarters will be a wide one!

In this regard, and in regard to the breeding-grounds and the appearance of the larval stages, we seem to be just as much in the dark in regard to the four other species of the tunny tribe which, at rare



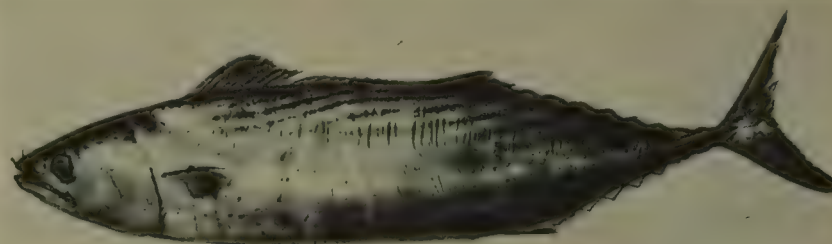
1. THE LARGEST OF OUR SEA-FISHES: THE TUNNY (*THYNNUS*), WHICH HAS ONLY ENTERED OUR WATERS IN LARGE NUMBERS WITHIN RECENT YEARS.

Though the fish is much prized by sea-anglers, no efforts have been made to capture tunny on a commercial scale. The "corslet" of scales behind the head and extending backwards beyond the end of the breast fin should be noted.



2. THE TUNNIES ARE REALLY GIGANTIC MACKEREL BUT, AS IS SEEN HERE, THE DORSAL FINS ARE SMALLER IN THE MACKEREL.

The coloration of the belted bonito recalls that of the mackerel. "lateral line" running from the gill-cover backwards to the tail.



3. ONE OF THE SMALLER OF THE TUNNIES, WHICH BUT RARELY ENTERS OUR WATERS: THE BELTED BONITO, OR SHORT-FINNED TUNNY (*PELAMYS SARDA*).

The dorsal fins are, relatively, much smaller than in the tunny. It does not exceed three feet in length. The mackerel also has a distinct "lateral line" running from the gill-cover backwards to the tail. But here, as in the tunnies, the hinder-fin is broken up with a series of "finlets." Mackerel also lack the "corslet" of scales which, varying in size in different species, cover the fore-part of the body.

for this purpose as is the North American "quinnat" salmon (*Oncorhynchus*), which supplies us with all our tinned salmon.

The tunny, was regarded as a delicacy by the Roman gourmets; and to-day in the Italian fish-markets it holds an honoured place. In Brittany alone, some 600 to 700 craft land catches to the annual value of £500,000. The tunny-fisheries of the Mediterranean are on a far greater scale. Here they appear annually in the early summer in hordes. Large numbers at a time are surrounded, driven into nets and speared, loaded into boats and landed, to be cut up and sold fresh, or to be tinned.

A glance at one of these monsters, perhaps 10 ft. long, suffices to show that it is one of the mackerel tribe. The general form of the body and the row of small, detached finlets behind the second dorsal fin indicate this. But when more closely examined, a number of other peculiarities are discovered. In the first place, the body will be found to be "stream-lined," as a consequence of its adjustments made in response to the speed with which it is driven through the water. The cone-shaped body, and the lateral flanges on each side of the tail, at the base of the great tail-fin, recall the precisely similar flanges of the tail of the sword-fish, famous for its speed in the water. And we find that, as in the sword-fish, the dorsal fins can be drawn down into grooves on the back, thus lessening resistance, while the pectoral fin is made flush with the sides by being pressed into a depression sunk in the skin.

The scaly covering of the skin differs conspicuously from that of its cousin, the mackerel (Fig. 2), for it is marked by a relatively small area on each side, behind the head and backwards beyond the breast fin, forming a triangular patch, with similar patches along the base of the first dorsal fin and the fore-part of the belly. All make contact with one another, and form an "armature" known as the "corslet," as seen in Fig. 1.



4. THE WORLD'S RECORD TUNNY: A FISH OF 851 LB. CAUGHT OFF WHITBY BY MR. L. MITCHELL-HENRY (LEFT) IN 1933.

At the moment of writing, the world's record for tunny taken under the British Sea Anglers' Society's rules is a fish of 851 lb. hooked by Mr. L. Mitchell-Henry, off Whitby, on September 11, 1933, and played for over an hour and a quarter.

intervals, have been taken in our waters. The smallest of these is the "plain bonito" (*Auxis rochei*), which is no more than 3 ft. long. It ranges all over the temperate and tropical seas, and is much given to the pursuit of flying-fishes, which, to avoid capture, rise from the sea in shoals, often falling on the decks of ships. A larger species, *Gymnosarda*, is easily recognised by the long, narrow blue stripes curving upwards and backwards along the side from the level of the breast fin, the lowest reaching to the base of the tail.

More famous is the long-finned tunny, or albacore, wherein the pectoral, or breast fin, is drawn out to form a sword-like blade which, it has been suggested, is used as a propeller; but this is certainly a mistaken notion, for the body is driven forwards by side-to-side lashing of the tail. It runs to about 6 ft. in length. It has become notorious from its habit of following and swimming round ships at sea; at any rate, this was its custom in the days of sailing-ships. Sailors enjoyed great sport in fishing for them with a baited hook, but only when the vessel was moving. If becalmed, no bait would tempt them! Flying-fish, cuttle-fish, smaller members of their own species, as well as any of the smaller fishes which swim in shoals, form their prey. The "corslet" in this species is but feebly developed.

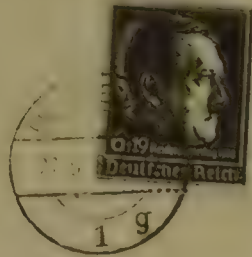
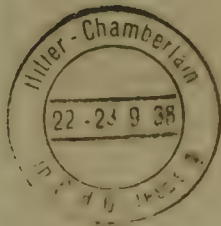
Finally, mention must be made of the belted bonito, whose back is marked by narrow bands slanting downwards and forwards, and answering to the transverse stripes of the mackerel. When immature, according to one authority, these stripes are crossed by transverse bands. But there was no trace of these in the specimen shown in Fig. 3, taken some years ago, in the Irish Sea.

The presence of these very conspicuous markings in the belted bonito and the typical bonito (*Gymnosarda*), and their absence in the common tunny and the long-finned tunny, or albacore, certainly call for comment.

NEWS OF EUROPE IN PICTURES:
PERSONALITIES AND EVENTS OF A CRITICAL WEEK.



TESCHEN, THE AREA IN WHICH A POLISH MINORITY IN CZECHOSLOVAKIA HAS CAUSED DISTURBANCES: THE FRONTIER BRIDGE OVER THE OLSA. The German demand for the separation of the Sudeten minorities from Czechoslovakia was followed by Poland demanding "self-determination" for the Polish minority in the Teschen area. As we go to press, there are numerous Polish reports of fighting there.



COMMEMORATING MR. CHAMBERLAIN'S HISTORIC MEETING WITH HERR HITLER AT BAD GODESBERG: AN ENVELOPE FRANKED WITH A SPECIAL POST-MARK.

To commemorate the historic meeting of Mr. Chamberlain with Herr Hitler at Bad Godesberg on September 22-23, letters were franked with a special post-mark bearing the words "Hitler-Chamberlain in Bad Godesberg." In time to come, these covers will acquire considerable value in philatelists' eyes. (G.P.U.)



A FAMOUS RELIC OF THE AGE OF AUGUSTUS RECONSTRUCTED IN ROME: THE EXTERIOR OF THE "ARA PACIS" RECENTLY INAUGURATED BY SIGNOR MUSSOLINI.

The reconstruction of the "Ara Pacis" of Augustus, which has been recovered piecemeal during the course of four centuries from the mud of the Campus Martius, was inaugurated on September 23 by Signor Mussolini in the presence of a large gathering of Italian and foreign scholars and archæ-



INAUGURATED AS A "SYMBOL OF THE REBIRTH OF THE ITALIAN NATION": THE INTERIOR OF THE "ARA PACIS"; SHOWING PART OF THE ACTUAL ALTAR. (Wide World.)

logists. The ceremony was preceded by the march-past of eighteen battalions of the militia, intended to emphasise that the monument is symbolical of the rebirth of the Italian race through Fascism. The Duce closely inspected the altar, saluting the figure of Augustus with raised arm.



MR. TOM SHAW.

Former Minister of Labour (in 1924) and Secretary for War (1929-1931) in Socialist Governments. Died on September 26; aged sixty-six. Was M.P. (Soc.) for Preston from 1918 until 1931. Joint Secretary, Labour and Socialist (Political) International, 1923-25. (Photopress.)



SIR PHILIP DAWSON.

M.P. (Con.) for West Lewisham since 1921. Died September 24; aged seventy-one. An expert on electric traction and power supply; playing a large part in the earlier stages of the electrification of the Southern Railway. (Art Photo.)



ADMIRAL SIR H. GRANT.

The distinguished naval officer who, as captain of the "Canopus," took part in the Coronel and Falkland Islands operations, and also in those at the Dardanelles. Died September 25. Admiral-Superintendent, Dover, 1916. Admiral and Senior Officer, Gibraltar, 1917. (Elliott and Fry.)



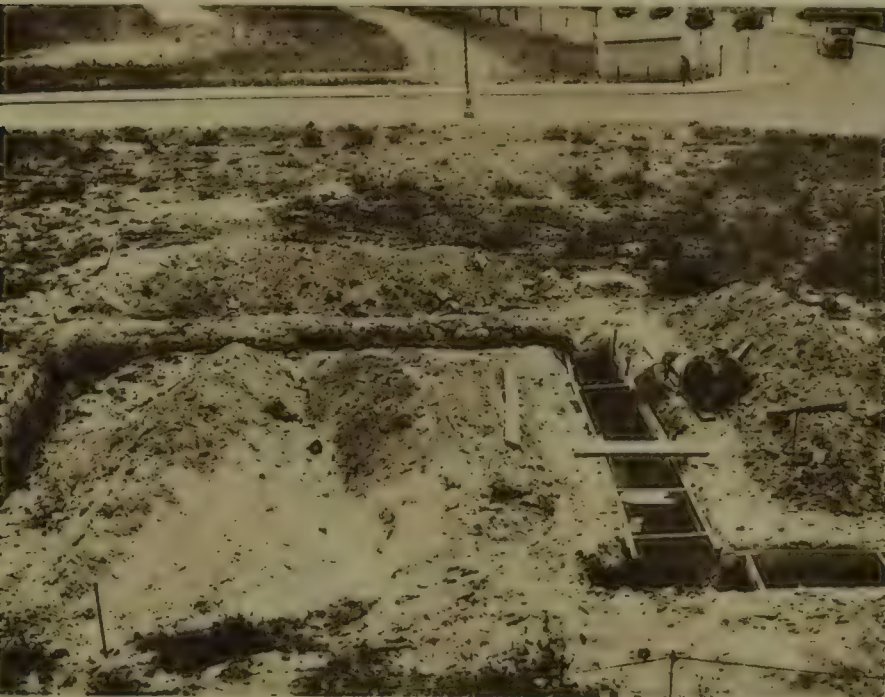
SIR ARTHUR H. CROSFIELD.

Prominent in business, politics and sport. Died on September 22; aged seventy-three. Formerly chairman of Joseph Crosfield and Sons and of the National Playing Fields Association. Was M.P. (Lib.) for Warrington from 1906 to 1910. (Russell.)



MR. DAVID LLEWELLYN.

Noted aviator. Only son of Sir William Llewellyn, P.R.A. Was killed when his aeroplane crashed at Lympne on September 21. Broke Cape-to-England flight record with Mrs. Wyndham in 1935. Was appointed chief instructor at Lympne in 1937. (Topical.)



AIR RAID PRECAUTIONS IN PARIS: WORKMEN BOARDING-UP THE SIDES OF TRENCHES DUG IN OPEN GROUND ON THE BOULEVARD KELLERMANN AS A PROTECTION AGAINST SPLINTERS.

Right:
CONSTRUCTING
DUG-OUTS AND
TRENCHES IN PARIS:
A MECHANICAL
NAVY AT WORK IN
THE BOULEVARD
KELLERMANN.

Just as London has prepared for an emergency by digging trenches in the parks and open spaces, so has Paris set about providing refuges for those who might be caught out in the streets if an air raid occurred. In addition, quantities of sand were recently delivered to householders to assist them in smothering incendiary bombs. In one of our photographs a trench is seen completed and in the other a mechanical navy is starting to remove the earth. Keystone.



A FORM OF A.R.P. NOW ACTIVELY PROCEEDING IN BRITAIN.

DRAWN BY OUR SPECIAL

ARTIST, G. H. DAVIS



THE PUBLIC OPEN SPACES IN THE CONGESTED AREA OF
THE ADMINISTRATIVE COUNTY OF LONDON.

DENSITY OF POPULATION TO PUBLIC
OPEN SPACES IN THE ADMINISTRATIVE
COUNTY OF LONDON.

IT HAS BEEN SUGGESTED THAT LONDON GARDEN SQUARES SHOULD BE PROVIDED WITH TRENCHES FOR THE USE OF PEOPLE WITHOUT OTHER PROTECTION.

1. Ken Wood. 2. Hampstead Heath. 3. Parliament Hill. 4. Clissold Park. 5. Stoke Newington. 6. Millfields, Hackney. 6. Hackney Marsh. 7. Primrose Hill. 8. Regent's Park. 9. Finsbury Park. 10. Wormwood Scrub. 11. Kensington Gardens. 12. Hyde Park. 13. Green Park. 14. St. James's Park. 15. Southwark Park. 16. Battersea Park. 17. Greenwich Park. 18. Woolwich Common. 19. Plumstead Common. 20. Bostall Heath. 21. Wimbledon Common. 22. Wandsworth Common. 23. Clapham Common. 24. Brockwell Park. 25. Dulwich Park. 26. Peckham Rye. 27. Blackheath. 28. Ladywell Recreation Ground, Victoria. 29. Woodlands, Woolwich. 30. Tooting Commons. 31. Streatham Common. 32. Beckenham-place Park. 33. Avery Hill, Eltham.

SYSTEM OF TRENCHES THAT COULD BE USED TO PROTECT FACTORY WORKERS DURING AN AIR RAID, OR MAY BE CONSTRUCTED IN A PUBLIC OPEN SPACE FOR THE PROTECTION OF PEOPLE IN AN ADJACENT DENSELY POPULATED AREA.

CROSS SECTION

BRICK PAVING
1 INCH

CORRUGATED IRON BEAM

TRENCH

LAND GRADE

SIMPLE OPEN TRENCH
DUG IN A SMALL
GARDEN OR YARD
IN A CONGESTED AREA
WHERE INTERIOR
PROTECTION IS INADEQUATE

IT HAS BEEN FOUND THAT THE EXPLOSION OF A MODERN HIGH-EXPLOSIVE BOMB IN A STREET HAS A DISASTROUS EFFECT ON THE PIPES BELOW THE SURFACE. THE MAJORITY OF THE CAST IRON PIPES WOULD BE DAMAGED AND LEAKING, AND THE JOINTS OF THE STEEL MAINS DAMAGED FOR A CONSIDERABLE DISTANCE.

ASSUMING TRENCHES WERE CONSTRUCTED IN HYDE PARK AND THE WARNING WAS GIVEN SEVEN MINUTES BEFORE THE ARRIVAL OF THE HOSTILE AIRCRAFT, ARROWS SHOW DISTANCE PEOPLE COULD WALK AT 3 1/2 M.P.H. TO REACH THE PARK IN THAT TIME.

PROTECTION OF A TYPE PREPARED IN PARKS AND OPEN SPACES IN LONDON AND ELSEWHERE.

We published this double-page of illustrations in our issue of April 9, with reference to air-raid experience in Spain, but we have felt that it should now be reprinted, for the benefit of our readers, in view of the current activity in trench-digging in parks, gardens and open spaces, as part of the intensified A.R.P. work recently begun by local authorities throughout the country. Our original note on the drawings ran as follows: "Here our special artist has illustrated the high-explosive bombs which are now officially recommended to counter the high-explosive bombs may go off on impact, or be exploded by a fuse, giving a more or less long delay after

penetration. The destructive effect of a bomb exploding on impact comes principally from the blast of the explosion, but also, of course, from bomb splinters. Blast is due to the air pressure produced by the explosion. So terrific is the blast from a big bomb that if blast pressure were sustained, as in wind pressure, there are few walls which could stand up to it. Fortunately, the pressure is only momentary (the time taken for it to act on a wall is only a few milliseconds) and the difference between the blast and the wind pressure is that the latter is sustained. Investigations show that buildings of normally strong construction will not be affected by the blast of bombs exploding beyond fifty feet away. The

TRENCHES AFFORDING COVER AGAINST BLAST OR SPLINTERS FROM HIGH-EXPLOSIVE BOMBS.

effects of blast often appear very freakish. At Barcelona the war was cases where the street was swept, though the buildings remained intact; and persons standing by windows suffered concussion at a considerable distance from the explosion. The problems of meeting the bomb fitted with delay-action fuse are illustrated on the left of our double-page. As regards public precautions in this country, it may be said that the first canon of A.R.P. policy is to keep people as much as possible in the open air. The second is to use reinforced concrete walls and in gas-protected rooms. Shelters in the basements of big buildings are favoured, and, as illustrated above, afford excellent protection

If properly constructed, special shelters built in selected positions are also favoured, provided they are not too large. Trench systems are to be recommended for people caught in the streets, or in flats or densely populated areas where no proper shelter-rooms can be provided inside the houses. Such a trench in a 'back-yard' is illustrated on the right-hand page. The trenches and shelters in the garden squares are for the same purpose, but they are not likely to be built in large numbers, since the householders have no indoor shelters. Trenches, if they may be added, have proved their protective value during the raids on Barcelona.

FIGHTING SHIPS OF THE GREAT POWERS: V.—THE GERMAN NAVY, NOW WITH BOTH FULL-SIZED CAPITAL SHIPS AND SUBMARINES.

SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY DR. OSCAR PARKES, O.B.E.



TYPES OF SHIPS OF THE GERMAN NAVY, ON WHICH THE UTMOST INGENUITY HAS BEEN EXPENDED: BATTLESHIPS CHARACTERISED BY THEIR STRUCTURAL STRENGTH, NEW CRUISERS, AND "U" BOATS.

We continue here our series of illustrations of the warships of foreign navies, with a double-page illustrating typical vessels of the German Fleet. This Fleet is, for the most part, of very recent construction. The Treaty limits at first prevented Germany constructing capital ships of over 10,000 tons, or submarines. These limitations were modified by the Anglo-German Agreements (1935 and 1937). Germany is not to exceed 35 per cent. of the aggregate British tonnage in any category except submarines. It was agreed that

Germany might possess an equal submarine tonnage with Great Britain, but at present she will not exceed 45 per cent. Any excess in this category, however, must be balanced by an equivalent deficiency in others. Having thus entered upon full-size capital ship construction, Germany has now the two 36,000-ton battleships "Scharnhorst" and "Gneisenau," and is building two, or, possibly, three 35,000-ton battleships. The outstanding characteristic of these capital ships is the great proportion of tonnage devoted

to protection. Great structural strength, it will be recalled, was a feature of the ships built by the old Imperial German Navy, which at Jutland proved themselves capable of standing extraordinarily heavy punishment without sinking. Remarkable evidence of the persistence of this doctrine is afforded by the case of the new 35,000-tonners, which are to mount eight 15-in. guns—an armament no heavier than German battleships of the war period, although these were smaller vessels, and in spite of the great advances

in design and machinery made since then. Faced by many handicaps, post-war German designers have shown great ingenuity in getting every ounce of value out of their ships. The "pocket battleships" were the first ships of their size to have electrically welded hulls and Diesel engines. These engines, however, cannot be said to be an unqualified success in the large ships. Serious vibration and noise cannot be eliminated, the "Leipzig" and the gunnery training-ship "Bremse" being, it seems, notorious in this last respect.

BRITAIN PREPARES FOR EMERGENCIES: GAS-MASKS; AND OTHER PRECAUTIONS.



A CHEERFUL RESPONSE TO THE NATION'S CALL: PROSPECTIVE ARMY RECRUITS SURGING TOWARDS THE DOOR AT NEW SCOTLAND YARD. (L.N.A.)



EAGER TO JOIN UP: A CROWD OF YOUNG MEN BESIEGING A.R.P. AND TERRITORIAL RECRUITING OFFICERS AT THE MANSION HOUSE. (Keystone.)



THE DISTRIBUTION OF GAS-MASKS IN LONDON: A TYPICAL SCENE OUTSIDE CHELSEA TOWN HALL—WOMEN GOING IN TO BE FITTED. (Associated Press.)



IN ONE OF THE WESTMINSTER COUNCIL'S FOURTEEN DEPÔTS FOR GAS-MASKS: MEN, WOMEN AND CHILDREN BEING FITTED AT LUPUS STREET, PIMLICO. (Planet News.)



CALLED OUT AS A PRECAUTIONARY MEASURE: ANTI-AIRCRAFT TERRITORIALS AT THEIR HEADQUARTERS BEFORE BEING TRANSPORTED TO THEIR STATIONS. (L.N.A.)



AT A DEPÔT FOR GAS-MASKS—OF WHICH 35,000,000 WERE STORED AT VARIOUS CENTRES: APPLICANTS IN CHELSEA TOWN HALL. (Topical.)

We illustrate here various precautions taken by the authorities in view of the European crisis, all showing Britain's readiness to face emergencies. On September 26 the War Office called out officers and men of Anti-Aircraft and Coast Defence Units of the Territorial Army. It was emphasised that this was a precautionary measure and quite distinct from general mobilisation. On the same day two information bureaux were opened—at the Mansion House and the Duke

of York's headquarters, Chelsea—for men wishing to join the Territorials, and there was a rush of prospective recruits. The Home Office also on the 26th issued instructions to many London and provincial centres for the immediate distribution of gas-masks. It was stated that a total of thirty-five million gas-masks had been stored at Home Office depôts in London and a number of other centres in different parts of the country.

THE INTERNATIONAL CRISIS: PERSONALITIES AND OCCASIONS.



BEARER OF A MESSAGE TO HERR HITLER: SIR HORACE WILSON (L.) AT THE TEMPELHOF AERODROME.

A few hours before Herr Hitler spoke in the Sports Palace in Berlin on September 26, he received, through Sir Horace Wilson, who had two interviews with him, a message from Mr. Chamberlain. Sir Horace arrived at the Tempelhof aerodrome in the afternoon and was met by Sir Neville Henderson, the British Ambassador, who is seen on the right in the above photograph. (Keystone.)



APPOINTED COMMANDER-IN-CHIEF OF THE CZECHOSLOVAK ARMY: GENERAL KREJCI; FORMERLY CHIEF OF STAFF.

It was announced on September 25 that President Benes had appointed General Krejci to be Commander-in-Chief of the Czechoslovak Army. He was formerly Chief of the General Staff, and he is succeeded in that position by General Fiala, a professor of the Czechoslovak Military Academy. He fought with the Czech Legion on the Russian front and has since studied military science in Paris. (Keystone.)



INAUGURATING THE MAUSOLEUM OF HEROES: KING CAROL AT MARASESCI, RUMANIA.

At Marasesci, Rumania, King Carol recently inaugurated the Mausoleum of Heroes, which forms a memorial to Rumanians who died in the war. On September 12 an exchange of views took place at Geneva between the Russian and Rumanian delegations, and it was agreed that in the case of an aggression against Czechoslovakia neither country would remain neutral. (Keystone.)



SIGNOR MUSSOLINI'S TOUR OF THE VENETIAN PROVINCES: THE DUCE LEADING OFFICERS AT THE DOBBE WHEN REVIEWING TROOPS AT GORIZIA.

Signor Mussolini, who had been touring the northern provinces, cancelled his visit to Padua on September 21 and returned to Rome in order to keep in closer touch with the international situation. Our photograph shows him at a military review at Gorizia, where, placing himself at the head of his old regiment, the Bersaglieri, with his Staff officers, he led it at the double for a considerable distance. The Duce is keen on the subject of physical fitness. (Wide World.)



KING BORIS OF BULGARIA ON A PRIVATE VISIT TO GERMANY: HIS MAJESTY GREETED BY HERR HITLER AT THE CHANCELLERY IN BERLIN.

King Boris of Bulgaria, who, with Queen Joanna, recently visited Britain, when they were the guests of the King and Queen at Balmoral for a few days, afterwards went to see his father, ex-King Ferdinand, who is staying in Coburg. From there King Boris travelled to Berlin, where he arrived on September 22. He was received by Herr Hitler at the Chancellery on September 25. He has now returned to Bulgaria in view of the international situation. (Wide World.)



THE CRISIS: GENERAL FAUCHER, WHO HAS JOINED THE CZECHS; GENERAL GAMELIN, THE FRENCH COMMANDER-IN-CHIEF; AND GENERAL SYROVÝ, THE NEW CZECH PREMIER.

It was announced recently that General Faucher, head of the French Military Mission in Prague, had resigned and offered his services to the Czechoslovak Government. He went to Czechoslovakia in 1919 and helped to build up the new army. He was made a General of the Czechoslovak Army in 1930. General Syrový succeeded Dr. Hodza as Premier of Czechoslovakia on September 22. He is also the Minister for Defence. General Syrový led the Czechoslovak Legion on their extraordinary march across Siberia. (Planet.)

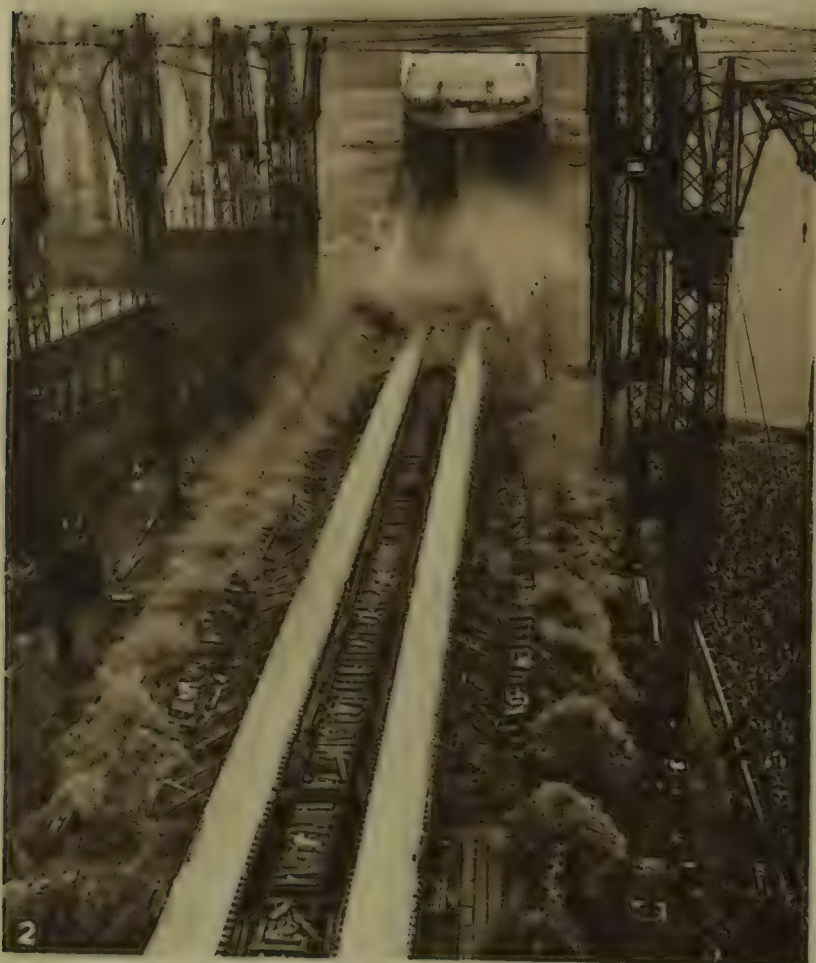
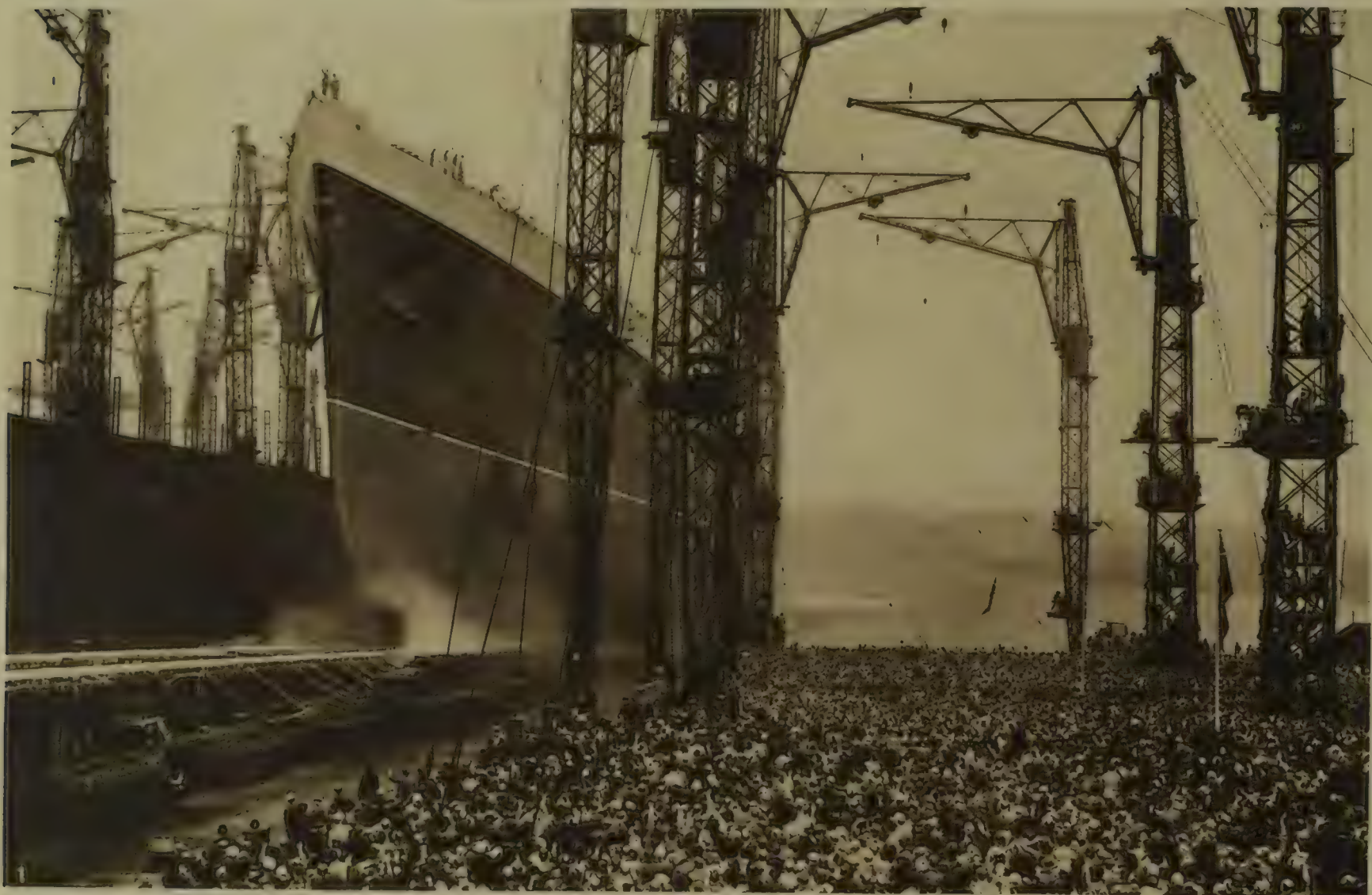


AT DOWNING STREET FOR CONSULTATIONS WITH THE CABINET: M. BONNET, FRENCH FOREIGN MINISTER; M. DALADIER, PRIME MINISTER; AND GENERAL GAMELIN.

M. Daladier, the French Prime Minister, and M. Bonnet, the Foreign Minister, flew to London on September 25 for consultations with the Cabinet. Subsequently, they were joined by General Gamelin, the French Commander-in-Chief. They heard from Mr. Chamberlain an account of his conversations with Herr Hitler at Godesberg and exchanged views on the situation. The French Ministers, who had previously flown to London, on September 18, to discuss the Berchtesgaden talks, left on September 26. (Topical.)

THE QUEEN LAUNCHES "THE NOBLEST VESSEL EVER BUILT IN BRITAIN."

PHOTOGRAPHS BY PLANET NEWS, TOPICAL, AND SPORT AND GENERAL.



1. TO PROMOTE FRIENDSHIP BETWEEN BRITAIN AND THE UNITED STATES: THE "QUEEN ELIZABETH" SLIDING DOWN THE WAYS, WATCHED BY A VAST CROWD.
2. THE "QUEEN ELIZABETH" TAKING THE WATER—SHOWING THE CLOUDS OF DUST AND RUST RAISED BY THE IMMENSELY HEAVY DRAG-CHAINS.
3. ENTRUSTED BY THE KING WITH A STIRRING MESSAGE TO HIS PEOPLE: THE QUEEN, WITH THE TWO PRINCESSES, WATCHING THE LAUNCH.

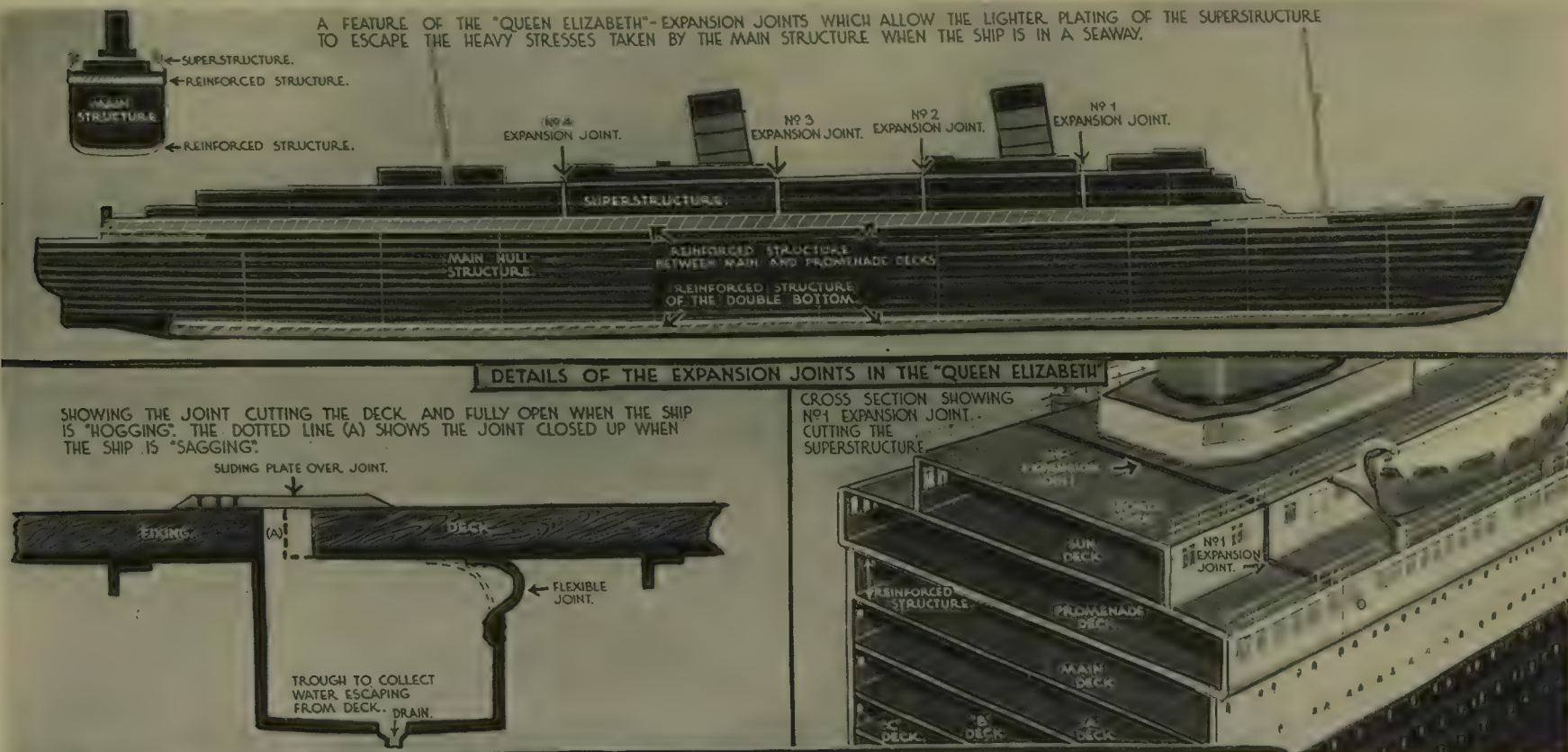
The Queen on September 27 launched at Clydebank the new giant Cunard White Star liner bearing her name. She expressed the King's regret at having to be absent, and gave his heartening message: "He bids the people of this country to be of good cheer, in spite of the dark clouds hanging over them, and, indeed, over the whole world. He knows well that, as before in critical times, they will keep cool heads and brave hearts." Continuing, her Majesty said: "Glasgow has been for Scotland the principal doorway opening upon the world. . . . So it is right that from here should come . . . the greatest of the ships that ply to and

fro across the Atlantic, like shuttles in a mighty loom, weaving a fabric of friendship and understanding between the people of Britain and the people of the United States. It is altogether fitting that the noblest vessel ever built in Britain . . . should be dedicated to this service." After the speeches there was a pause until the tide should reach its height, but suddenly a cry arose—"She's away!" Though taken by surprise, her Majesty was equal to the occasion. She quickly named the ship, and released the bottle of wine, which broke against the bows as the huge liner moved gracefully down the ways.

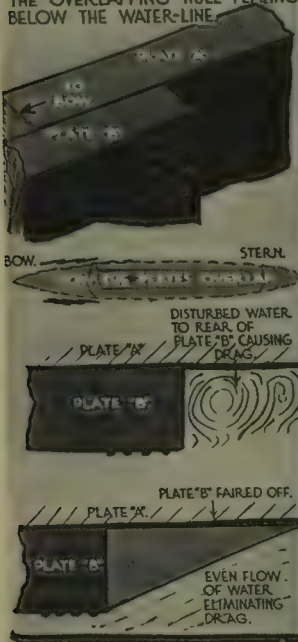
THE "QUEEN ELIZABETH": HER JOINTED SUPERSTRUCTURE; AND FAIRING.

Drawn by G. H. Davis, Our Special Artist at Clydebank; With the Assistance of Messrs. John Brown and Co., Ltd., and Cunard White Star, Ltd.

A FEATURE OF THE "QUEEN ELIZABETH"—EXPANSION JOINTS WHICH ALLOW THE LIGHTER PLATING OF THE SUPERSTRUCTURE TO ESCAPE THE HEAVY STRESSES TAKEN BY THE MAIN STRUCTURE WHEN THE SHIP IS IN A SEAWAY.



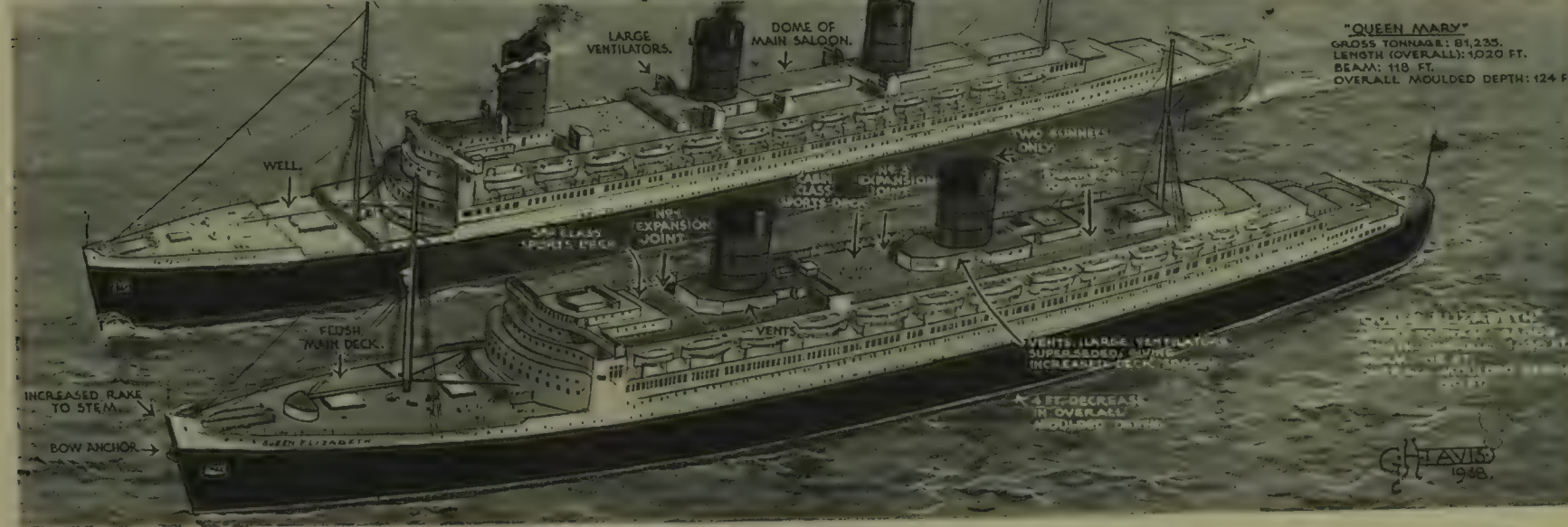
REDUCING DRAG CAUSED BY THE OVERLAPPING HULL-PLATING BELOW THE WATER-LINE.



THE "SAGGING" AND "HOGGING" STRAINS TO WHICH A SHIP IS SUBJECTED IN CERTAIN SEA CONDITIONS.



THE EXTERIORS OF THE "QUEEN MARY" AND "QUEEN ELIZABETH" COMPARED.



NOTABLE FEATURES OF THE NEW LINER "QUEEN ELIZABETH": JOINTS WHICH RELIEVE THE SUPERSTRUCTURE OF HEAVY STRESSES IN ROUGH WEATHER; AND THE FAIRING OF THE UNDER-WATER HULL-PLATING.

Among the many new and interesting features of the "Queen Elizabeth," which her Majesty the Queen named and launched on Tuesday, September 27, are the expansion-joints which cut the superstructure of the ship into sections. These joints have been made to allow the lighter plating of the superstructure (in which are the sports and sun-decks) to escape the heavy stresses taken by the main structure of the hull. In other words, when the great hull is subjected to certain sea conditions during "heavy weather," it actually bends. As is shown in the above diagrams, when the ship is inadequately supported amidships, with this section in the trough, and with the bow and stern supported by the crests of two gigantic waves, it is subjected to what is known as a "sagging" strain.

At that moment the superstructure is in compression and so the expansion-joints close up. When, however, the hull is subjected to a "hogging" strain—that is to say, poised amidships on a great mound of water, with bow and stern only partly supported—the superstructure is in tension and the joints are open. The main structure of the hull is reinforced at main-deck level and at the double bottom and the hull may be compared to an immense girder which is so designed that it would take, without chance of fracture, over double the strain which the forces of Nature, even at their wildest, could impose. The fairing of the hull-plating below the water-line has been found by test to immensely decrease the skin friction and drag caused by the overlapping plating.

THE MIDSHIPMAN—A PECULIAR CREATURE.

"YOUNG GENTLEMEN": By **LIEUT.-COMMANDER C. F. WALKER.***

An Appreciation by **SIR JOHN SQUIRE.**

"EVER since the days when Marryat began to write—if not before—", says Lieut.-Com. Walker, "the midshipman has occupied a warm place in the hearts of English men and women of all ages. It is, in fact, hardly overstating the case to say that he has become one of our traditional heroes." It is pleasant, incidentally, to find him paying tribute elsewhere to Marryat as the greatest writer the Navy ever produced—though he thinks that had Collingwood written his memoirs Marryat might have had a peer. And midshipmen in particular have reason to be grateful to him, and especially for the living truth of "Peter Simple." "There is probably no section of the community about which so much nonsense has been written. The civilian, with no naval connections, derives his knowledge of midshipmen from novels, of which a number have appeared purporting to deal with one of two categories. Either the midshipman is represented as a cherub in brass buttons, whose pranks would not disgrace a Victorian girls' school; or as a slatternly, bullying, drunken libertine, with scarcely one redeeming feature." Our author, therefore, has tried to present "a true picture of the average midshipman, both as he is now and as he has been through the centuries; neither exaggerating his failings nor portraying him as a paragon of all the virtues."

"Why pick out the midshipman?" it may be asked. "After all, every officer has been a midshipman in his time." But ever since the gun-room as we know it became an institution the midshipman has been a peculiar creature,

remember their gun-room days much as the rest of us remember our schooldays, and they have to take reminders of their past about with them, with a complete and ironical understanding.

Lieut.-Com. Walker goes far back (for there is plenty of solid historical research behind his book) into the naval records in his story of junior officers. Time was when the

à la mode beef,' and without waiting for a reply, he sat down and sang a song that I shall remember as long as I live." That is sheer Marryat, but it is not far from modern truth.

There are unpublished letters in this book written after the First of June, Trafalgar, Heligoland and the Falkland Islands, full of spirit, honesty, and sympathy with the foe. There are amusing accounts of pranks and an alarming

description of shooting-parties, one of which, in the Far East, went out with "two twelve-bores and one sixteen; a German service rifle (captured by somebody's brother on the Somme); a '22 rook rifle, a Chinese cross-bow, and a catapult." Once in Shephard's Hotel at Cairo I met a veteran who told me that in the East he had shot a snipe with a rifle. I didn't believe him at the time; but if he was a member of that party I am prepared to believe anything—especially as I now remember that he didn't say that he shot the particular snipe at which he was aiming.

Of the other recreations described, the "Angostura trail" is a strange one. "For this the junior midshipmen were blindfolded, while one of their seniors laid a trail of Angostura bitters round the most inaccessible parts of the mess. When all was ready, 'hounds' were laid on

the trail, which they had to follow, giving tongue the while, until the goal was reached. During this performance the subs. and senior mids, armed with knotted towels, set themselves to encourage the laggards and those who were 'running mute'—an encouragement which the hounds, from their semi-prone position, were admirably situated to receive! The resultant clamour and confusion as a dozen or more youngsters strove to lead the pack can well be imagined." "A good time was had by all" is, I believe, the phrase.

This is a modest and charming book, full of information and humour. It would make a better recruiting appeal than any official document I have ever seen.

It seems, by the way, that the dislike of being called "middies" dates back only to about 1870 (was it then that men at Oxford and Cambridge first began to loathe being called "undergrads"?) and that the current slang term for midshipmen is no older.



THE INTERIOR OF A MIDSHIPMAN'S BERTH: A TYPICAL SCENE IN THE "COCKPIT" AT THE TIME OF THE NAPOLEONIC WARS.
From a Print by a Naval Officer of the Early Nineteenth Century.

term "midshipman" meant something different from what it means now, and when the nearest equivalent to our midshipmen were called by other names, such as "King's-letter boys." It is commonly supposed that Sir Cloudesley Shovel, for example, came from obscure parentage, because he started as a "cabin-boy"; but he was a child of good family and the term then implied a close association with the Captain and the Captain's cabin.

Until the Naval Academy—the embryonic form of Dartmouth—was established in 1733, entrance into the Navy was a very chancy affair, as was employment. We find in this book an illuminating sketch of the whole development of officer recruitment, right up to the present Double Entry system under which some officers are "caught young" for Dartmouth and others come in from the public schools at about eighteen. The author rather favours the latter system; at eighteen a boy really knows if he wants to go into the Navy. On the other hand,

it may be that Dartmouth gets some brilliant boys who, had they been sent to public schools until eighteen, would find greater attractions (financial, *inter alia*!) in other professions.

A complete picture of a midshipman's life throughout the ages is given here, down to details in dress. There has been change in our time; the gun-room isn't so "hard" as it was. Bullying may never be general, though the rigid seniority system facilitated it, but beatings, including ritual beatings, were frequent, and nobody but an incorrigible sentimentalist can regret their diminution. But the atmosphere will continue robust. One Commander, J. A. Gardner, went to sea in 1782 and records his introduction. "On my introduction to my new shipmates I was shown into the starboard wing berth. I had not long been seated before a ragged-muzzled midshipman came in, and having eyed me for a short time, he sang out in a voice of thunder: 'Blister my tripe! Where the hell did you come from? I suppose you want to stick your grinders [for it was near dinner-time] into some of our



"MASTHEADED": A PUNISHMENT FREQUENTLY METED OUT TO MIDSHIPMEN BY FIRST LIEUTENANTS IN THE DAYS OF SAIL.

From "The Progress of a Midshipman," G. Cruikshank, 1835.

REPRODUCTIONS FROM "YOUNG GENTLEMEN," BY COURTESY OF THE AUTHOR AND OF THE PUBLISHERS, MESSRS. LONGMANS, GREEN AND CO.

with customs and characteristics of his own, and, to a large extent, a separate life in his ship. R. L. Stevenson once wondered where all the nice doctors came from and what became of all the horrible medical students. I hasten to add that I produce this as only the roughest of analogies; but it is a fact that the atmosphere of a gun-room differs greatly from that of a ward-room. The latter is a men's club, full of people shouldering grave responsibilities, though not, as a rule, too palpably overburdened by them. The former is really a minute public school, whose inhabitants, in peace-time, may dashingly take launches to shore but spend most of their time under instruction, and whose mood, at their age, may be expressed by Julian Grenfell's remark from the blackbird: "Sing well, for you may not sing another, Brother, sing!" The midshipmen's seniors

*"Young Gentlemen: The Story of Midshipmen from the XVIIth Century to the Present Day." By Lieut.-Commander C. F. Walker, R.N. (retired). Illustrated. (Longmans, Green; 10s. 6d.)

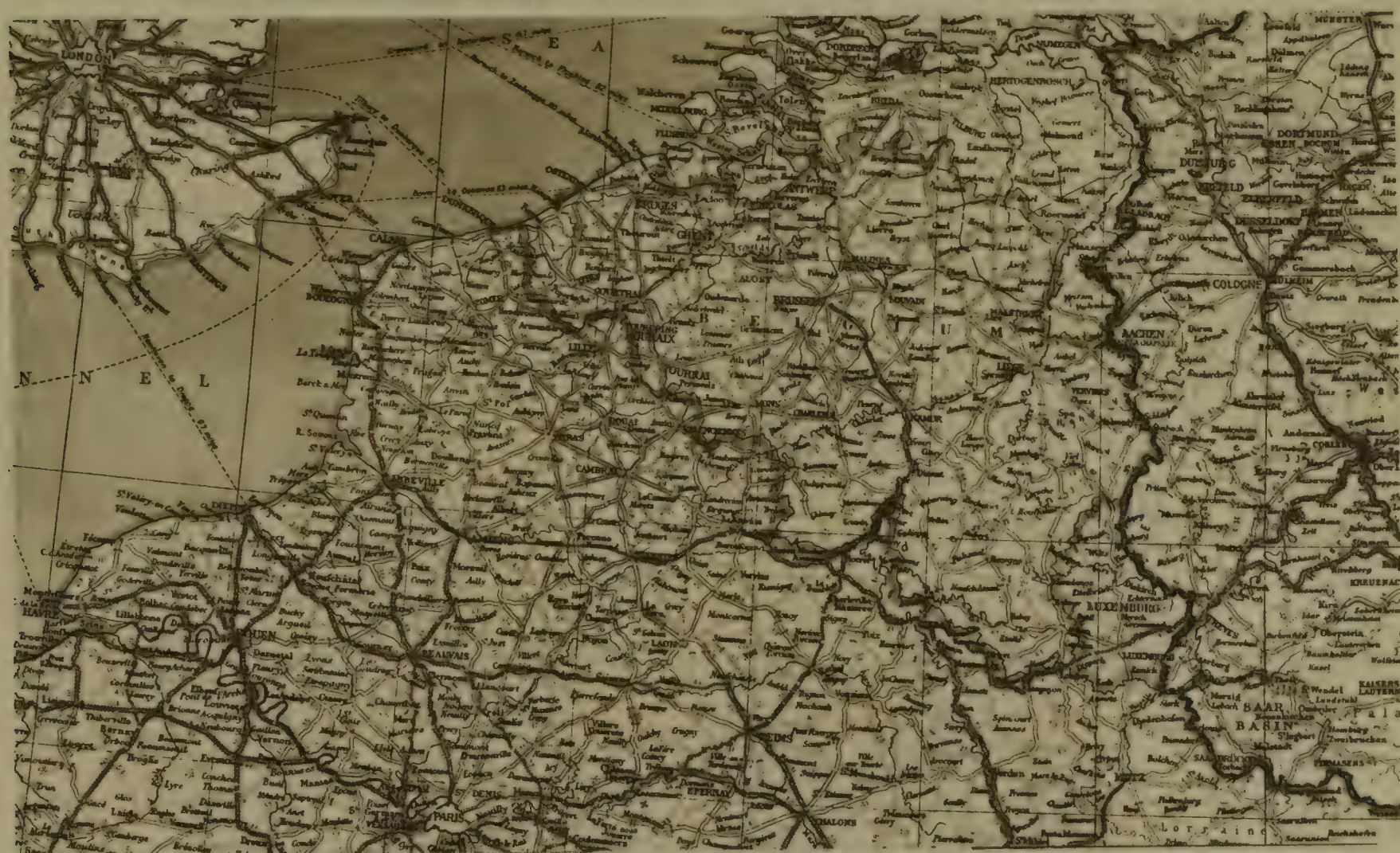


SHOWING THE ORIGINAL MIDSHIPMAN'S UNIFORM OF THE 1748 REGULATIONS: "H.R.H. PRINCE WILLIAM HENRY (AFTERWARDS WILLIAM IV.) AS A MIDSHIPMAN ON BOARD THE 'PRINCE GEORGE'."

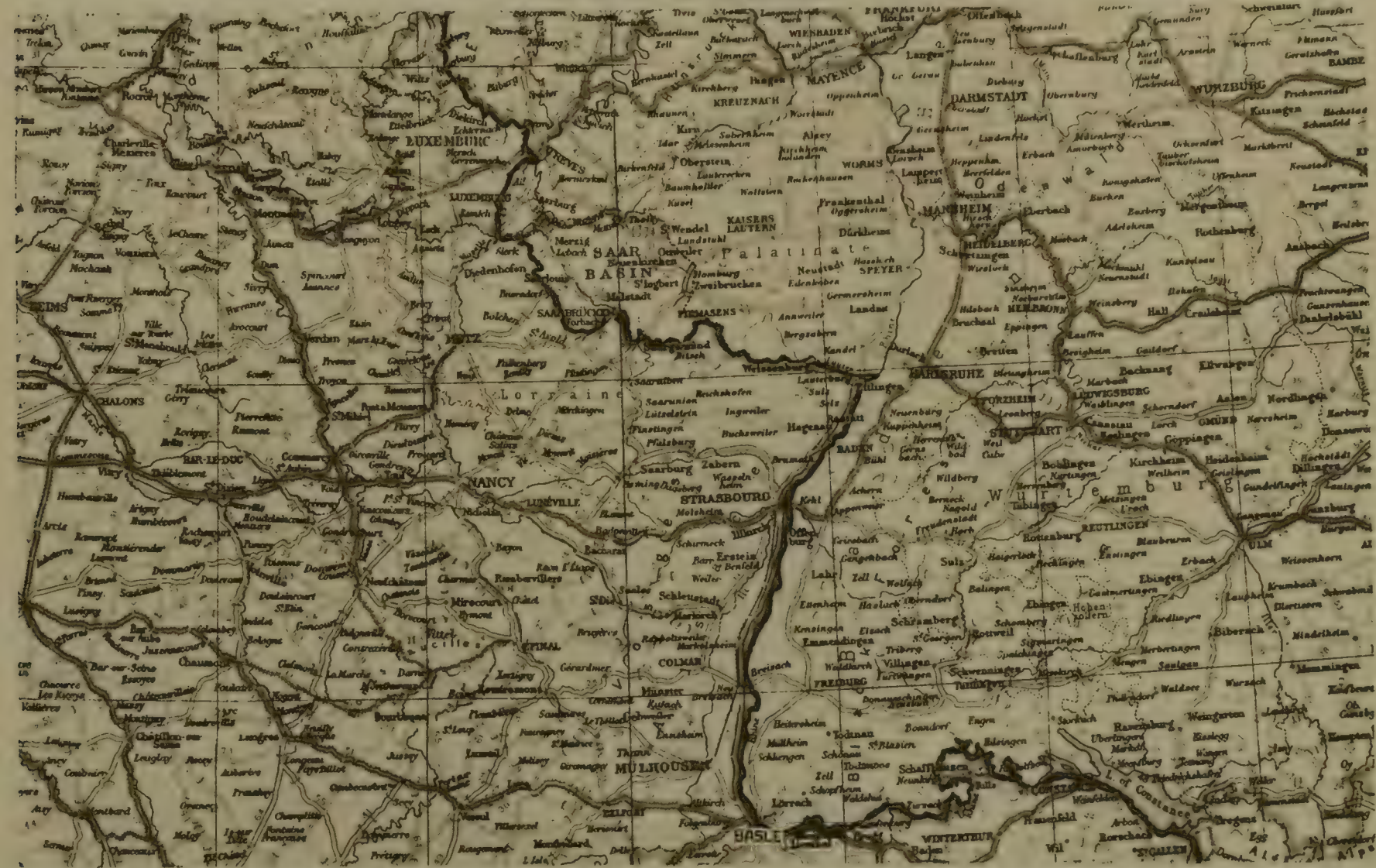
From a Print Engraved for Hervey's Naval History, 1779.

MAPS TO WATCH: AERIAL DISTANCES; AND GERMANY'S WESTERN FRONTIER.

REPRODUCED FROM THE R.A.C. OFFICIAL MOTORING MAP OF CENTRAL EUROPE; PUBLISHED BY GEORGE PHILIP AND SON, LTD., 32, FLEET STREET, E.C.4.



THE AERIAL DISTANCES SEPARATING LONDON AND PARIS FROM WESTERN GERMANY: A MAP OF THE CONTINENT FACING ENGLAND'S SOUTH-EASTERN SHORES, IN WHICH ROADS, BUT NOT RAILWAYS, ARE INDICATED.



THE FRANCO-GERMAN FRONTIER: A SHORT STRETCH BELIEVED TO BE HEAVILY FORTIFIED ON BOTH SIDES, AND BOUNDED BY SMALL COUNTRIES WHICH HAVE PUT THEMSELVES IN A STATE OF PREPAREDNESS.

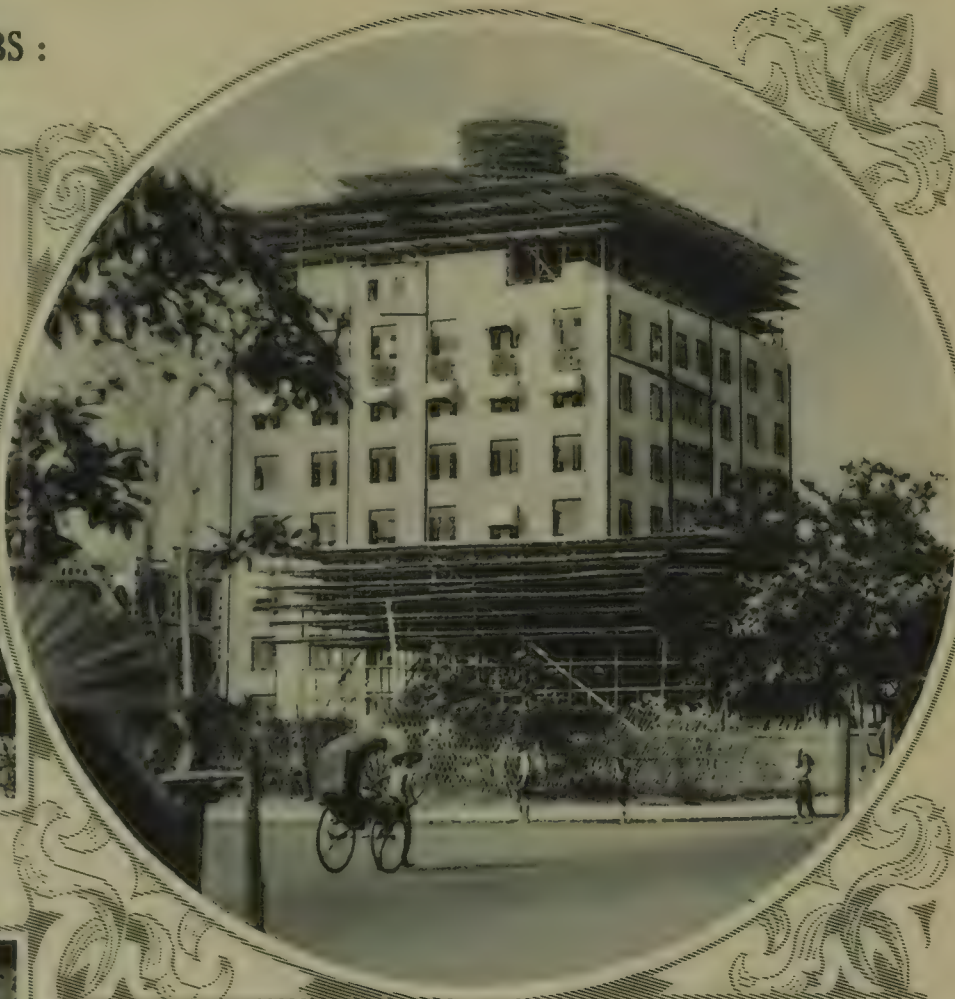
We give here maps of two areas of Western Europe which are the focus of most intense interest at the moment. London is 250 miles distant, as the crow flies, from the nearest point on the German frontier. This is equivalent to the distance of London from Newcastle, in the north, or, say, Newquay, in Cornwall, in the west—again taking the distance as the crow flies: Essen is 300 miles from London by air—slightly farther than Dublin; Cologne is practically the same distance. Aix-la-Chapelle is but 260 miles away. Paris lies closer to the German frontier—

being 190 miles from it at the nearest point. It is 250 miles from Paris to Coblenz in a straight line, and about as much to Cologne. The lower map shows the Franco-German frontier—the scene of endless marching and counter-marching throughout history. Here the Maginot Line defences are faced with rapidly constructed new German lines, the exact extent of which is still uncertain. This frontier is comparatively short—only some 220 miles from Luxemburg to Switzerland, and half of it is composed of the formidable barrier of the Rhine.

BAMBOO "TRELLIS-WORK" TO WARD OFF BOMBS : CURIOUS AIR RAID PRECAUTIONS IN CANTON.



INTENDED TO DEFLECT OR TO DETONATE BOMBS BEFORE THEY REACH THE MAIN STRUCTURE: SCAFFOLDING OF BAMBOO OVER THE ROOFS OF BUILDINGS IN CANTON, WHERE JAPANESE AIR RAIDS NECESSITATE SPECIAL PRECAUTIONS.



A FORM OF "AIR RAID PRECAUTIONS" IN WHICH THE CANTONESE PLACE IMPLICIT TRUST: LAYERS OF BAMBOO SCAFFOLDING OVER THE ROOF OF A LARGE BUILDING TO MAKE IT "BOMB-PROOF."



A PRECAUTION AGAINST FLYING SPLINTERS FROM BOMBS: THE FRONT OF A BUILDING BOARDED-UP AND PROTECTED BY CEMENT AND EARTH, WITH ONLY A SMALL OPENING LEFT FOR THE ENTRANCE.



ORNAMENTED WITH TWO TUBS OF PLANTS: AN INCONGRUOUS SIGHT IN CANTON, WHERE MANY OF THE HOUSES ARE PROTECTED AGAINST BOMBS IN A WAY SIMILAR TO THAT SHOWN HERE.



COVERED WITH A TRELLIS-WORK OF BAMBOO: A BUILDING IN CANTON WITH THE PROTECTIVE LAYERS EXTENDED DOWN THE WALLS TO WARD OFF SPLINTERS FROM BOMBS.

In bamboo the Cantonese believe that they have discovered an efficient protection against the air raids made by the Japanese on military objectives, industrial workshops, and railway lines connecting Hong Kong with Canton. Frequent bombing has forced them to take particular precautions and their homes are now protected with scaffolding of bamboo. It is their opinion that several layers of this lattice-work will not only deflect a falling bomb, but act as a protection against splinters after it has detonated. Sandbags are also used, and the main shopping centres are

barricaded with these and with crates; so that only a small opening is left to show the trader's name and to admit customers. Although their belief in the efficacy of bamboo cannot be shaken, the Cantonese have a still firmer belief in the safety zone of the International Settlement. They think that the Japanese will avoid it. When a raid is threatened the Cantonese wait patiently in their thousands at the barbed-wire protected barrier until permission is given them to cross into comparative safety.

THE SEASIDE HOTEL IN ITS NEWEST FORM— WITH ITS OWN SWIMMING-POOL AND SUN-BATHING ROOF.

PHOTOGRAPHS BY WILLIAM DAVIS



THE NEW OCEAN HOTEL AT SALTDEAN, A FEW MILES EAST OF BRIGHTON, ON ONE OF THE MOST FAVOURED STRETCHES OF THE SUSSEX COAST: THE MAIN ENTRANCE FRONT AND ITS APPROACHES.



WHERE THE GUESTS CAN ENJOY BATHING AND DIVING, OR WATER POLO AND OTHER AQUATIC SPORTS, WITHOUT LEAVING THE HOTEL PRECINCTS: THE SPACIOUS OPEN-AIR SWIMMING-POOL IN THE GROUNDS.



DECORATED WITH WALL-PAINTINGS OF UNDER-SEA LIFE, INCLUDING A DIVER BESIDE A WRECK; AND HAVING AQUARIUMS SET IN THE WALLS AND LIT FROM BELOW: THE AMERICAN BAR AND COCKTAIL LOUNGE.



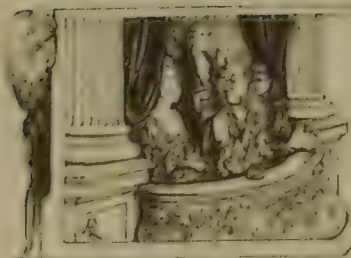
THE SWIMMING-POOL DURING AN AQUATIC SPORTS MEETING: A NEARER VIEW OF THE HOTEL END OF THE POOL, SHOWING COMPETITORS DIVING IN, AND THE EXTENSIVE ACCOMMODATION PROVIDED FOR SPECTATORS.



A SPIRAL VIEW REMINISCENT OF THE INTERIOR OF ST. PAUL'S CATHEDRAL: A REMARKABLE PHOTOGRAPH LOOKING UPWARD INTO THE DOME ABOVE THE MAIN STAIRCASE IN THE OCEAN HOTEL AT SALTDEAN.

British seaside resorts in general have for some years been making every endeavour to meet the requirements of modernity—and with much success. An outstanding example of this trend is to be found at Saltdean, on that delightful part of the South Coast between Rottingdean and Peacehaven. An erstwhile sparsely inhabited spot, Saltdean within the last few years has been rapidly developed on the lines most approved by holiday-makers of to-day. Its latest feature is the Ocean Hotel, which was completed this year, and might be termed a palace of amenities equipped with up-to-date comforts and amusements. It has accommodation for

600 guests; it commands fine views of the sea and the South Downs; and around it are spacious gardens. Besides the open-air swimming-pool, illustrated above, there is a paddling-pool for children, and in the roof garden facilities are provided for sun-bathing. Either in the immediate surroundings or in the neighbourhood there are opportunities for various games and pastimes, including tennis, riding, hunting, fishing, and golf. Brighton being within easy reach, it is also possible to enjoy there horse racing, greyhound racing, ice-skating and cricket in their season. The hotel has its own orchestra for dancing in the big ball-room.



The World of the Kinema.

By MICHAEL ORME.



SECOND IMPRESSIONS.

THE Academy Cinema's latest importation from France is "Prison sans Barreaux," the original of Mr. Alexander Korda's "Prison Without Bars," presented at the London Pavilion. It is, we are told, the first time on record that London filmgoers have been able to enjoy and, as they inevitably must, to compare two versions of a new picture. Thus is history being made. But apart from the fact that comparison, so unjustly stigmatised as "odious," is always interesting and often extremely valuable, the event does not appear to me to be as historically momentous as much else that happens in the kinema. It does, however, thrust into the foreground the whole question of the remaking of Continental successes. From the industry's point of view, few doubts can exist as to the advantages to be gained by using prepared material from which a variety of shots can be lifted, the element of experiment has been removed, and which obviates the expensive business of research and preparation. Financially, therefore, the remade picture from a foreign source has much to commend it. The filmgoer, on the other hand, will, in marshalling his counter-arguments, probably point to the different mentalities employed in producing, directing and interpreting a picture created in one country and adopted by another. He will apprehend, and not without reason, a loss of spontaneity and a dilution of the pristine flavour. One remembers, for example, "L'Equipe" as a much more incisive piece of work than "The Woman Between," in which Mr. Paul Muni appeared; and Miss Pola Negri's "Mazurka" as definitely superior in its emotional strength to Miss Kay Francis's "Confession." But neither "L'Equipe" nor "Mazurka" was of that unusual calibre, either in setting or in human interest, that may reasonably be regarded as a guarantee of success in any language. Even a picture of apparently invincible strength may emerge from its recasting with a slight blurring of its first fluent outline

that upsets its finer balance. But if the director of the remade picture can resist the temptation to gild the lily and to "go one better" than his predecessor, the English-speaking version of the Continental film seems to me the

swift metamorphosis of the reformatory, but by her own gradual physical change, the growing severity of her coiffure and her dress, explains the alienation of the doctor's feelings for her. She belongs to the place in the end; Miss Best remains a gallant alien, thus shifting the whole onus of her loneliness on to the man's shoulders. Mr. Barry K. Barnes is hard put to it to mitigate the weakness of the doctor's character, and only does it by the easy assurance of his approach to it. For the rest, the two directors, M. Léonide Moguy and Mr. Brian Desmond Hurst, march shoulder to shoulder most of the way. They share a number of long-distance shots, they handle the same youthful star, Mlle. Corinne Luchaire, who made her début in the French production and created something of a sensation. As befits the second venture of a new and promising "discovery," this long-limbed, fair-haired French girl has been moved into slightly greater prominence in the English picture and treated with a definite regard for stellar values. It is all the more to her credit, then, that she retains her simplicity and quite unconscious pathos—a pathos of helpless youth, uncertainty and repressions. Mr. Alexander Korda has brought to his production a few "discoveries" of his own, foremost amongst them being Miss Mary Morris, a black-browed, fierce young creature, whose "bad girl" of the reformatory shows a firm sense of character. And little Miss Glynis Johns, whose work in "South Riding" made a deep impression, draws a thumbnail sketch of a small, scared girl, convicted of a petty theft, so delicate and yet so vivid that, tiny as her part is, it cannot be overlooked or forgotten. Here, then, is a remade film which, judged as a whole and not in detail, neither lags behind nor misses any of the purpose of the parent picture.



"PRISON WITHOUT BARS": SALLY WISHER AS JULIE, THE THIEF; LORRAINE CLEWES AS ALICE, THE STREET GIRL; AND MARY MORRIS AS RENÉE, THE DRUG FIEND.

best method of introducing a valuable piece of work to a larger public than the original can hope to reach, and it does at least find a full equivalent for the necessarily restricted caption, which is often forced to omit much that is essential.

In a psychological study such as "Prison Without Bars" the dialogue plays an important part. It has been written for the English version by Miss Margaret Kennedy, who, apart from a few regrettable lapses into Cockney colloquialisms that do not in any way suggest the Parisian prototype of the London gutter-snipe (and for which she is possibly not responsible), has done her job well. The picture takes us into the queer, distorted world of a girls' reformatory school near Paris, where the harshest prison treatment prevails, and the young inmates are bullied, badly fed, and maltreated by a group of horrible, tight-lipped women whose conception of discipline is based on a sadistic cruelty. They represent the older methods of dealing with the youthful offender, and they represent it wholeheartedly. They are, in short, as black as they can be painted, whereas the new superintendent, who presently arrives to bring light and love into that grim, drab institute (she wears a modish hat and carries a sheaf of flowers), is compounded of all the virtues, including that of selflessness. For when her fiancé, the resident doctor, tried beyond endurance by her devotion to her work, transfers his affections to the rebellious little blonde whom she has taken under her wing, she sends the girl to follow the doctor to his new post in Pondicherry with a tremulous blessing on her lips.

The conflict between tyrannical and humanitarian principles is somewhat arbitrarily steeped in deepest shade and brightest light, both in the French and in the English version. Mlle. Annie Ducaux, the reformer of the "Prison sans Barreaux," confronts her formidable opponents with a hard, slightly arrogant authority for which Miss Edna Best, in "Prison Without Bars," substitutes a cool and gentle self-possession. Miss Best's is the more attractive personality; her performance is beautifully balanced and absolutely sincere in itself. Yet the French actress not only justifies by the very acidity of her attack the surprisingly



"PRISON WITHOUT BARS," AT THE LONDON PAVILION: SUZANNE (CORINNE LUCHAIRE) ATTEMPTS TO STOP A FIGHT BETWEEN RENÉE (MARY MORRIS) AND JULIE (SALLY WISHER).

"Prison Without Bars," at the London Pavilion, is the English version of the French film "Prison sans Barreaux," which has its première at the Academy Cinema to-day (Oct. 1). Corinne Luchaire, the young French star, plays the part of Suzanne in both versions. The film is reviewed on this page.



"ALGIERS," AT THE ODEON, LEICESTER SQUARE: PÉPÉ LE MOKO (CHARLES BOYER) WITH INES (SIGRID GURIE), A NATIVE GIRL DEEPLY IN LOVE WITH HIM.

"Algiers" is the American version of M. Julien Duvivier's famous "Pépé le Moko." Charles Boyer plays the part created in the French film by Jean Gabin, with which many filmgoers are familiar.

"Algiers" (at the Odeon) brings a second champion of the remaking policy into the lists. This is Hollywood's version of M. Julien Duvivier's famous "Pépé le Moko," with Mr. Charles Boyer in the part created by M. Jean Gabin. Many filmgoers, I have no doubt, will remember Detective Ashelbe's excellent story of a "wanted" man defying the law in his hide-out in the Kasbah, the native quarter that rises steeply and tortuously above the modern town of Algiers. They will remember the code tapped out from terrace to terrace to herald the approach of the police, and Pépé, who had a smile for every pretty wench in the Kasbah until a charming tourist invaded his realm and his heart, bringing with her a perfume of his lost Parisian paradise. The general public can now discover the humour, the suspense, the drama of the original in "Algiers," as well as the fascination of its unusual setting, for, once again, the remade film keeps in close touch with its pattern. One misses the precision of the French dialogue, and detects an occasional unnecessary elaboration. But Mr. Boyer, carelessly cutting his way through the clutter of the Kasbah to find romance, rebellion and the ultimate escape; Miss Sigrid Gurie, emerging from the plastic poses of "Marco Polo" to come very much alive as an infatuated native girl; Miss Hedy Lamarr, endowing the *femme fatale* with beauty and poise; and all the rest of a first-rate company combine to give this "second impression" the power and the spirit of the first.

A real Scot enjoying a real Scotch



STORIES OF THE CLANS No. 8

Here's a Robertson, The Clann Donnachaidh, the descendants of Duncan the Fat, have bracken for their badge, and for them it has been claimed that they are unquestionably the oldest family in Scotland. It was Duncan himself who either upon an expedition in pursuit of his enemy Ewan MacDougall, Lord of Lorn, or upon the morning of Bannockburn found the crystal ball, the Clach na Bratich, that has ever since been the talisman of the clan.

Gilbey's
SPEY ROYAL
Scotch Whisky
 10 YEARS OLD

IT'S GOOD - IT'S GILBEY'S



A PAGE FOR COLLECTORS. AN ENCYCLOPÆDIC HISTORY OF THE SILHOUETTE.

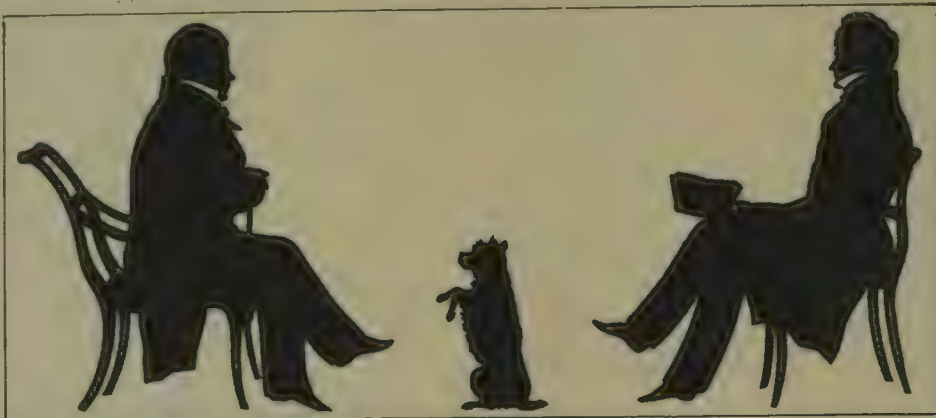
Reviewed by FRANK DAVIS.*

THERE is no question about the value of this well-illustrated volume. Mrs. Jackson knows all there is to be known about the silhouette, and here it is tabulated and illustrated, and the 800 names in the Dictionary, which occupies the final 80 pages, bear witness to her accuracy and enthusiasm. She even includes a fine woodcut by Mr. Eric Gill, who will presumably be a trifle surprised to find himself listed among a host of engaging and ingenious scissor experts by virtue of a single head in profile. The difference is, surely, that Mr. Gill's woodcut is three-dimensional, whereas the profilist proper works in two? However, that's not criticism, but praise for the author's sharp eye and indefatigable industry: no one escapes her net, and the result is a reference book which will be consulted for many years to come.

The silhouette was killed by photography by about 1840, but for 75 years or so previously it was a popular and cheap means of preserving a likeness—easier to make and far less expensive than a painted miniature. Some were painted on ivory, on plaster, or porcelain; others—and these seem to me the most interesting—were done by freehand cutting with scissors. It is a very minor craft, still practised, and of undeniable charm. Historically it is important, because so many of these black profile portraits are truly sensitive records of the features and (though it sounds a little odd), of the characters of well-known people. This is particularly true of the remarkable series of thousands of figures by Edouart (1789-1861) discovered by Mrs. Jackson. Edouart must be put in a class by himself—it is safe to say that no one before or since has worked with such extraordinary facility. Plate 87, a self-portrait, showing

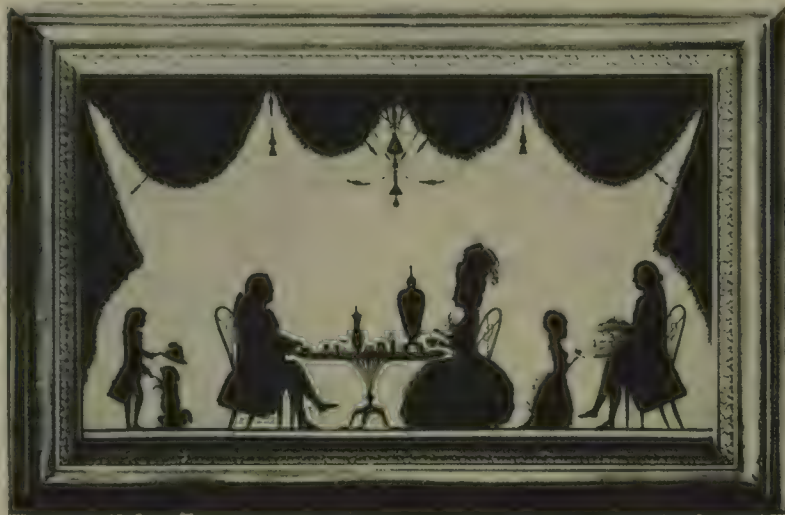
subject and within two minutes the work was done. His label, used up to 1836, is amusing and informative. Beneath the arms of H.R.H. the Duke of Gloucester ("Under the Special Patronage of") and amid a wreath of open scissors, Monsieur Edouart gives his prices—Full Length, standing, 5s., ditto, sitting, 7s., Children under Eight, 3s. 6d., Busts, 2s. 6d. Duplicates in proportion, etc. A special point is made of "Taken with scissors only"—and the time allowed is five minutes. He not only cut admirable likenesses, but had a pretty sense of caricature when

To the ingenious world. There is now to be had a mathematic Instrument by which any Person for the expense of half a guinea may reduce Miniature Profiles of themselves or a thousand different



1. "SIR WALTER SCOTT WITH HIS SON-IN-LAW, GIBSON LOCKHART, AND SPICE, HIS ROUGH-HAIRED TERRIER"; TAKEN BY EDOUART (1789-1861).

(Now in the National Portrait Gallery, Edinburgh.)



2. ONE OF TWO FAMILY CONVERSATION-PIECES BY TOROND ILLUSTRATED IN "SILHOUETTE": "SIR GEORGE BAKER, FIRST BARONET OF LOVENTOR, COUNTY DEVON, PHYSICIAN TO KING GEORGE III., WITH HIS WIFE, SON, DAUGHTER, AND PROBABLY THE FAMILY PARSON."

(From the Hon. Humphrey Pakington's Collection.)

persons in a most correct manner. . . . All orders from any part of the Kingdom post paid, punctually attended with proper directions how to use either instruments." These machines, which rejoiced in the names of Physionotrace, or Profilograph, or Reflectograph, were used largely by professionals; that they were quite common is proved by a burlesque advertisement (Plate 64) (Fig. 3), in which the "Limomachia" is described as "The new-invented Machine for taking Likenesses, by which the usual Objections to the Art, viz. Time, Trouble, and Expence are entirely removed by the Portrait-Grinder. . . ." Finally, there is an offer of "A Trap for catching the Aurora Borealis to be ground in water for the use of Miniature Painters."

The humour of this is a trifle heavy-handed, but the writer's views were sound enough: mechanical aids do not improve a man's work, they destroy it. There is no comparison between the freehand profiles illustrated, whether they are drawn or cut, and those produced by machines. Of the earlier practitioners Francis Torond is perhaps the best. He is extraordinarily good in family conversation-pieces (e.g., the two on Plate 39) (Fig. 2), and a good many readers of this page will doubtless remember the Sitwell Family Group at Sir Philip Sassoon's Exhibition in 1932. Much less known is Charles Rosenberg, who, after being page to Queen Charlotte, and King's Messenger, became his Majesty's Profile Painter. He painted mostly on the back of flat glass, and Mrs. Jackson illustrates a most amusing example of his work in Plate 44, from the Royal Collection at Windsor—George IV., when Prince of Wales, greeting his uncle, the Duke of Mecklenburg-Strelitz.

And what of the name by which these things are known? Etienne de Silhouette is a somewhat shadowy figure in history—*un grand homme manqué*—for he was a financial reformer at an inopportune moment. He was made Contrôleur-Général of France in 1757, wielded a most necessary axe in public expenditure—and fell from power after eight months. He retired to his country house, and cut silhouettes for his own amusement—and for that to-day he is remembered. He might have saved France. Perhaps in the next edition of this excellent book Mrs. Jackson will omit one word—"miserly"—as applied to Etienne de Silhouette: he deserves a less opprobrious epithet.



L I M O M A C H I A.

By His MAJESTY'S ROYAL LETTERS PATENT,
The new-invented MACHINE for taking LIKENESSES,

By which the usual Objections to the Art, viz. TIME, TROUBLE, and EXPENCE, are entirely removed,

By R A P H A E L P I N I O N,
P O R T R A I T - G R I N D E R,

At his Manufactory, in L I C E S T E R S Q U A R E, Opposite the Equestrian Statue of the King.

3. PROVING HOW POPULAR THE MAKING OF SILHOUETTES WAS AMONG AMATEURS: A BURLESQUE ADVERTISEMENT OF A MECHANICAL CONTRIVANCE FOR "TAKING LIKENESSES."

(Reproductions from "Silhouette" by Courtesy of the Author, and the Publishers, Messrs. Methuen.)

Edouart cutting a portrait (Fig. 4), is an extraordinary *tour de force*. It appears that he only had to look at his

necessary—a good example is his portrait of Nathan Mayer Rothschild, showing him leaning up against a pillar of the Stock Exchange (Plate 91). Edouart, moreover, was a careful man of business—he cut in duplicate, filed all his duplicates and recorded the sitters' names—hence the great value of the folios saved from shipwreck on his return from America in 1849. These he presented to the Lukis family of Guernsey "who helped him in restoring to order what was left of his treasure, and he gave to them about 12,000 portraits saved out of the 200,000 he had probably taken, the rest being lost at the bottom of the sea. . . . I purchased the complete set of volumes, had one more offered to me by another member of the same family, so that now I have ten folios of English, Scottish and Irish portraits, and six volumes containing 3800 portraits of American men, women and children, taken during his ten years' travels in the U.S.A., 1839-49."

A useful chapter on mechanical contrivances testifies to an earlier vogue and shows how popular the making of silhouettes must have been among amateurs. Thus, from an advertisement of 1785 "Likenesses,



4. PROBABLY THE FINEST EXAMPLE OF PORTRAIT CUTTING EVER PRODUCED: "SELF-PORTRAIT OF AUGUST EDOUART IN THE ACT OF CUTTING THE SILHOUETTE OF LISTON THE ACTOR."

The method of holding the scissors, and the skill displayed in the pendent black paper from which the figure has been cut, the reverse side upside down shows that in 1828 the artist was already supreme master of his art.

(In the possession of Bernard Nevill Jackson, New York.)

*"Silhouette." By E. Nevill Jackson. Illustrated (Methuen; 42s.)

WHEN THE CHANCELLOR SPOKE THE "BUDGET CARS" WERE ALREADY BEING MADE...

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FLYING STANDARDS

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THE NEW "TEN" SUPER SALOON. Petrol consumption 38-40 miles per gallon! Enclosed luggage boot, independent front wheel suspension, over 63 m.p.h., flush-fitting sliding roof, 4-speed synchromesh gearbox. **£185** *illustrated below.*

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Flying Standard

BRITISH CARS ARE BEST—IN THE LONG RUN

BOOKS OF THE DAY.

(Continued from page 572.)

the world to carry the gospel, began in the eighties to settle in the slums. . . . The colonisation of the slums by means of the Settlement House was an important event: not merely did it give the slum dweller himself his first glimpse of art, literature, drama, music, play; not merely did it provide a place for clubs and social groups to meet. Something else happened. The success of the Settlement House called attention to the fact that more prosperous neighbourhoods were equally devoid of the elementary organs of association. . . . It was, then, precisely out of the most degrading poverty and the most disorganised environment that the new conception of an organised neighbourhood, with a central building adapted to a varied round of communal activities, took shape."

According to Mr. Mumford, in that rebuilding of civilisation which he declares must precede the re-shaping of cities, Germany in its republican days began to play a leading part. Thus, describing what he calls "the new biotechnic orientation," he writes: "One saw it on a grand scale in Germany when, in five quick years after 1925, before the suicidal impulses of Nazism got the upper hand, one beheld in every department of life the outlines of a new human culture: a complete conception of the good life which put pre-Nazi Germany at the very forefront of modern civilisation." That is the author's opinion.

For readers wishing to take a rapid glance over the development of building in this country during the last thousand years, a useful and attractive pictorial conspectus, accompanied by concise historical and technical notes on the abundant illustrations, is provided in "THE ARCHITECTURE OF ENGLAND." From Norman Times to the Present Day. By Frederick Gibberd, A.I.A.A., Joint Author of "The Modern Flat." With 76 Photographs and numerous

Drawings, Plans and Diagrams in the text (Architectural Press; 5s.).

I do not notice here any reference to anti-aircraft design, but in the concluding section on the twentieth century there are some salutary remarks on other problems of our time, notably the misuse of scientific discoveries and inventions. "Those very things."

we read, "that have made possible a brotherhood of man are used to estrange one people from another. Wireless and the Press are used for insidious propaganda; the aeroplane as an instrument of warfare; and the food and raw materials of the world as elements for political bargaining, with the result that there is suspicion, mistrust, large-scale rearmament, and fear of war." And again: "Only by research into the needs of the community and a concrete plan to direct future development can such problems as overcrowding in cities, traffic confusion, and agricultural stagnation be solved. If this country is to be made a fit place for Englishmen to live in, a concentrated effort at planning and reconstruction must be made; if it is to be made once more a beautiful place to live in, then the architect must be asked to take his part." I find this last sentence extremely comforting, for I had rather been led to fear that in architecture, as in some other arts, beauty was now taboo in the most advanced circles.

C. E. B.



FOURTEEN MEMBERS OF THE BRITISH COLONY IN PRAGUE EVACUATED BY AIR: THE ARRIVAL AT CROYDON IN THE IMPERIAL AIRWAYS AIR-LINER "HERACLES."

Fourteen British passengers arrived at Croydon from Prague on September 23 in the Imperial Airways air-liner "Heracles." Among them were the wives and families of officials of the British Legation. After the mobilisation of the Czechoslovak Army, practically all the members of the British colony, on the advice of their Consul, left the country. Some crossed the frontier into Poland. (Keystone.)

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- 1 In normal health the blood and tissues are slightly more alkaline than acid.
- 2 The maintenance of the correct ratio of alkali to acid is essential to good health.
- 3 Much ill health nowadays is associated with a prolonged disturbance of this alkali-acid balance.
- 4 Modern conditions make it extremely difficult to regulate the balance by diet and mode of life alone.

★ ★ ★

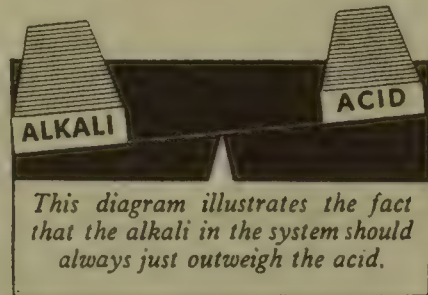
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12-four costs slightly more to run, but it is an appreciably bigger car. We do not suggest that you buy either, but we do ask you to try *every* other Ten (or Twelve) before making your choice.



● **PERFORMANCE:** 10 h.p., 0 to 50 m.p.h. in 22.5 seconds. Maximum 60-65. 12 h.p., 0 to 50 m.p.h. in 21.9 seconds. Maximum 65-68 ● **ECONOMY:** 40 m.p.g. and 35 m.p.g. respectively ● **INDEPENDENT SPRINGING** gives stability, changes riding to gliding ● **ALL STEEL CONSTRUCTION** results in greater rigidity with less weight ● **CONTROLLED SYNCHROMESH** — you can't help making a good change ● **HYDRAULIC BRAKES**, smooth, powerful, easy to apply ● **BODY CONFORMITY SEATING** for comfort on the longest journey ● **SOUND INSULATION** built into the cars under the direction of an acoustics specialist ● **NO DRAUGHT VENTILATION** on de luxe saloons. Many other features.

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THE PLAYHOUSES.

"THE CORN IS GREEN," AT THE DUCHESS.

MR. EMLYN WILLIAMS has written a racy and unusual play. There is a freshness about the atmosphere very welcome to the jaded playgoer. The period is the latter part of the last century, when young men laboured in the Welsh coal-pits for as little as six shillings a week. Miss Moffat is a strong-minded spinster, with a little money and an immense zeal for education. She opens a night school for the young men of the district. This, at a period when a woman's sole aim should have been marriage, caused much scandal in the neighbourhood. Miss Sybil Thorndike plays this part superbly. She displays all the aggressiveness the "New Woman" must have had. Yet she also has tact. She wheedles the dunder-headed squire into taking an interest in her schemes. Indeed, in the end, he comes to believe that he himself is the originator of them. Mr. Frederick Lloyd, though he seemed out of place in a small Welsh village, played this obtuse character with a great deal of humour. Mr. Emlyn Williams made his first appearance, black from the coal-pits, with a group of louts. Even the gallery first-nighters, usually keen of eye, failed to pick him out from their midst. Morgan Evans has no desire for education. His taste is for nips of rum, and hedgerow flirtations with the village wenches. Miss Moffat, however, fancies she detects in him genius, and forces him to Oxford. There, she is sure he will become either another Shakespeare or a great statesman. Mr. Emlyn Williams plays this rôle as if he were living, rather than acting it. A particularly brilliant performance is given by Miss Betty Jardine. In the first act she is a lumpy schoolgirl, with a nasty mind. She seduces poor Morgan Evans, and leaves home; returning in due course with the news that she has a baby whose adoption is necessary before a wealthy admirer will marry her. The transformation in the girl is remarkable. She is now a woman of the demi-world, with all the flamboyance, as well as the physique, of a Mae West. Mr. John Glyn-Jones gives a vivid picture of a devoted helper. The acting throughout could not be bettered.

"TROIUS AND CRESSIDA," AT THE WESTMINSTER.

This is one of Shakespeare's least acted plays. It is difficult to understand this neglect. True, its plot is involved, but it has some gorgeous speeches. Whether one likes Shakespeare in modern dress, or not, it must be admitted that it does make the actors think. They must discard the too common, slurred "blank verse" delivery and concentrate on the meaning of their lines. Helen as a Night Club queen! Ulysses in pince-nez! These may annoy some, but the majority of playgoers, one feels, will find this stimulating and amusing entertainment.

"GOOD-BYE, MR. CHIPS," AT THE SHAFTESBURY.

You will have happy memories of your schooldays if you can recall as lovable a master as Mr. Chips. Mr. Leslie Banks plays this rôle magnificently. We see him first as a nervous master of twenty-two about to take his first prep. At forty, just as diffident outwardly, but completely sure of himself, and of his mastery over the boys, he becomes a married man. Miss Constance Cummings makes a beautiful picture of his girl bride; one regrets her early demise. Years later we see him, still mourning his dead wife, listless, with tattered gown, bowing to the bullying headmaster. We delight when one of the school governors takes his side, and rejoice when he becomes head himself. In 1916 the war calls him from a happy retirement, and we have a fine scene when he and his form continue their Latin lesson despite the falling of German bombs. Mr. Leslie Banks' characterisation is perfect. As each scene passes, we see the slow ravages of age; the transformation is done with rare skill. Mr. Chips sternly ordering culprits to his study; squashing the cheeky boys who try to score off him; inviting them to tea and walnut cake. Mr. Chips had a beautiful nature, but not as beautiful as Mr. Banks' interpretation of it. Mr. Michael Shepley is excellent, first as a hearty young master, and later as a school governor. There are, indeed, so many clever performances one has no space to mention them.

PERFECT TIMING BY FLASHLIGHT-BULB AND CAMERA-SHUTTER.

IN connection with the series of photographs entitled "Flash Bulb Synchronisation," by Col. W. MacCormac Burden, at the annual Exhibition of the Royal Photographic Society, which we illustrated in our issue of Sept. 10 last, we are informed that the times were wrongly stated in the catalogue of the Exhibition. The following description is now above this exhibit. "A series of photographs representing successive stages in the combustion of a Philips flash bulb type 2. The total period covered is approximately .16 sec. The series was obtained by the use of a flash bulb synchroniser of a new type—the "Burvin"—now in course of manufacture by Messrs. Peeling and Van Neck, which will shortly be on the market. A progressive alteration of the adjustments available enabled the different stages in the growth of combustion to be isolated as shown. The first three phases occurred within .02 sec. after contact; between the third and fourth the interval was .02 sec.; between fourth and fifth and fifth and sixth .005 sec.; between sixth and seventh .04 sec., and between seventh and eighth .07 sec. These figures are approximations only."

Since the recent announcement that Stratstone, Ltd., of 27, Pall Mall, had been appointed Motor Car Suppliers to H.M. the King, there has come the announcement that Stratstone have the honour of a command from his Majesty to supply a new Daimler "Straight-Eight" with a special limousine body by Hooper. This is to be delivered on Jan. 1 next.

It need hardly be said that the question of what one could do in the case of an air raid to protect the household efficiently from everything except a direct hit has assumed great importance. An answer to this question is given in a series of fifty cigarette cards issued by W. D. and H. O. Wills with their "Capstan," "Gold Flake," "Woodbine" and "Star" cigarettes. Among the subjects dealt with are: "How to use a Gas-respirator"; "How to make a Door Gas-proof"; "How to handle an Incendiary Bomb"; and "How to construct a Garden Dug-out." The measures adopted to locate and destroy hostile aeroplanes are also illustrated. An album in which the smoker can preserve this A.R.P. series is obtainable from tobacconists, price 1d. In it is a foreword by the Home Secretary, Sir Samuel Hoare, who writes: "I welcome these cigarette cards for the manner in which they bring home to the householder and his family what they can do for themselves. I commend a study of these cards to your attention."

MORE POWER FOR THE NEW DAIMLER 'FIFTEEN'

REMARKABLE PERFORMANCE

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NO SACRIFICE
OF ECONOMY

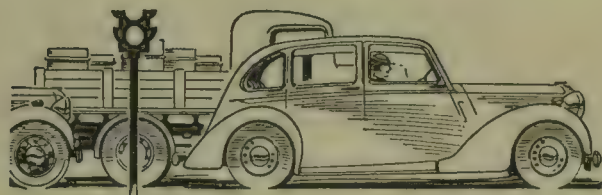
★
*Again the
most interesting car
of the year*

The Daimler 'Fifteen,' a car that already has earned a very special fame for comfort, silence, roadholding and ease of control, now takes the road with a new 2½-litre engine giving added liveliness and a greater reserve of power.

In its silence, its smoothness, even its economy, nothing but further refinement distinguishes the new 2½-litre engine from the unit it replaces. But in actual power output, and so in performance, the difference is remarkable. In its get-away from a stand-still, in its instant response to throttle throughout its whole speed range, this new successor to the Daimler 'Fifteen' is a car transformed. A car as highly spirited as it is tractable—one it will give you the keenest pleasure to drive.



The difference of driving a Daimler



ORDINARY CAR CONTROL—Traffic line stops . . . driver brakes and declutches . . . stops . . . puts gear lever into neutral, lets up clutch . . . declutches, puts gear lever into first, eases up clutch, accelerates engine . . . moves off . . . Traffic line stops again . . .

DAIMLER FLUID FLYWHEEL—Daimler drifting silently through the traffic in second . . . traffic line stops . . . driver brakes . . . Daimler stops with the engine idling in gear. Daimler Fluid Flywheel has substituted one operation for four. Traffic line moves . . . Daimler driver accelerates the engine—Fluid Flywheel smoothly takes up the drive—Daimler moves forward again, still in second—again one operation instead of four . . .

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(Licensed under Vulcan-Sinclair and Daimler Patents)

SPORTS SALOON or £485
SIX-LIGHT SALOON

British Cars Last Longer

THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

ANNOUNCED to over five hundred agents assembled at Grosvenor House, Park Lane, London, on Sept. 20, the directors of the Daimler and the Lanchester Motor Companies presented their 1939 models to the public and traders last week. These made a fine display of four-, six-, and eight-cylinder cars, all fitted with *de luxe* type of coachwork. The novelty of the Daimler programme is the new 2½-litre Daimler "Fifteen," which is now provided with a more powerful engine, rated at 18 h.p., and a 24-h.p. Daimler owner-driver type of car with a fine road performance for motorists who require a large, comfortable car of moderate rating.

Last season the Daimler "Fifteen" was one of the most popular cars in the market. The new "Fifteen," with its larger engine, listed at £485 for its six-light saloon, has independent front suspension by the André Girling system, underslung rear springs, and an exceptionally stiff frame, so rides particularly well at speed when taking corners, due to these features and the low centre of gravity. A short run demonstrated this and the excellent acceleration, so that one could cruise at over 60 miles an hour in a few moments from starting. The engine runs very smoothly, and develops 64 b.h.p. at 4000 revolutions of the fly-wheel per minute, which would be its rating (64 h.p.) by U.S.A. computation.

The models now offered to Daimler customers are the new "Fifteen" 2½ litre, the "Twenty," the new "Twenty-four," and the two eight-cylinder 4-litre and 4½-litre limousines. There are many choices of coachwork design on these various Daimler chassis, and the 24-h.p. six-cylinder, the 32-h.p. eight-cylinder, and the 4-litre chassis carry limousine, landaulette, cabriolet, saloon and Tickford open-touring coachwork, with fully enclosed

car comfort when the head is raised. Automatic lubrication, automatic mixture control for quick, easy starting, hydraulic shock-absorbers with finger-tip driver's control, Girling brakes, and André Girling coil spring and torsion-bar front suspension are some of the leading characteristics to be found in the Daimler range.

Three models comprise the Lanchester programme for 1939—the popular "Eleven" Lanchester, with its efficient four-cylinder engine, the six-cylinder "Roadrider" 14-h.p. Lanchester, and the 18-h.p. Lanchester. As in the Daimler series of cars, the Lanchester models are provided with the fluid-flywheel and pre-selector gear-box easy-change system. This year customers have a choice on the 14-h.p. "Roadrider" of an ordinary four-speed all-synchromesh gear-box in place of the fluid-flywheel transmission. Consequently, there is a very wide

choice of powers and prices open to Daimler and Lanchester customers.

London and the West End are now benefited by



A CAR OF DISTINCTION: THE LANCHESTER "ROADRIDER" DE LUXE."

This car, with its centre-poised independent front-wheel suspension and lively, yet silent, six-cylinder engine, represents good value at £375—or £350 with synchromesh gears instead of fluid fly-wheel transmission.

the enterprise of the Savoy Hotel, Ltd., whose directors have opened a most convenient parking place for cars in Savoy Place, Victoria Embankment, close to all the theatres as well as the many offices and institutions in its vicinity. Sir George Reeves-Smith opened this Savoy Hotel Adelphi Garage on Sept. 19, where there is ample space for 500 cars without undue crowding. It is so arranged that visitors can also have their cars expertly valeted while they dine, dance, visit a theatre, or during the daylight hours when at their office. Season tickets are obtainable at very moderate charges. Its site is historic, as actually this Adelphi Garage is under the old Adelphi Terrace, and includes part of the old arches much favoured by those interested in old London. As the police will not permit of cars remaining parked in the streets around the Strand and the Embankment, this new parking place will be greatly appreciated by all who visit the neighbourhood in their cars, as it will save them from being summoned for obstruction.



A VERY HANDSOME AND CONVENIENT CAR: THE 1939 HILLMAN "MINX" FOUR-SEATER DROPHEAD COUPÉ.

The Hillman "Minx" four-seater Drophead Coupé in its 1939 guise is possessed of many refinements. The price of all Hillman cars for 1939 has been reduced and the model shown above now costs £210. The "Minx" Saloon is priced at £163.

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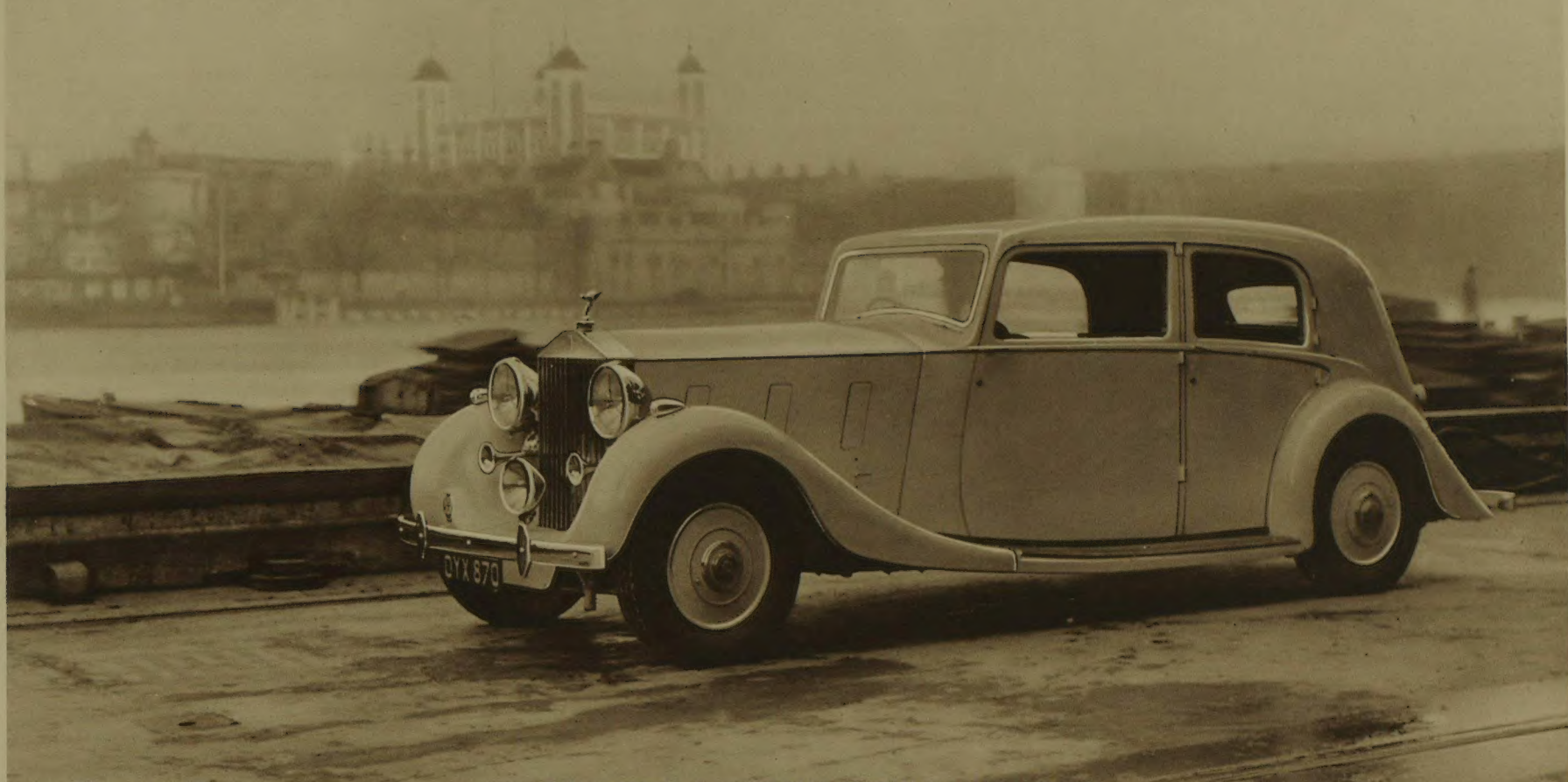
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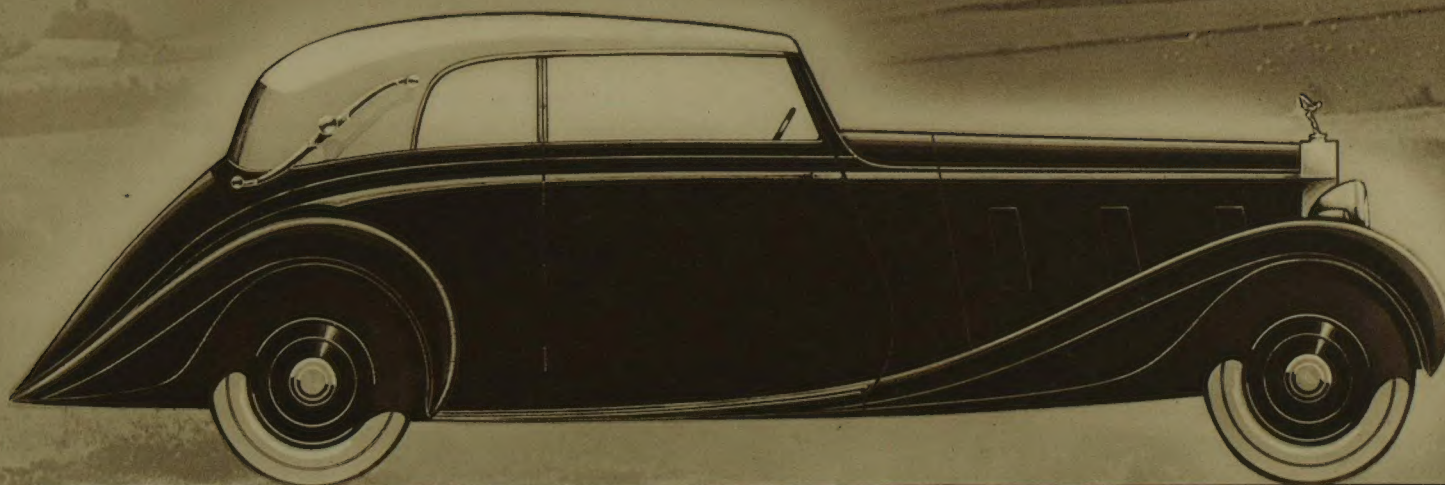
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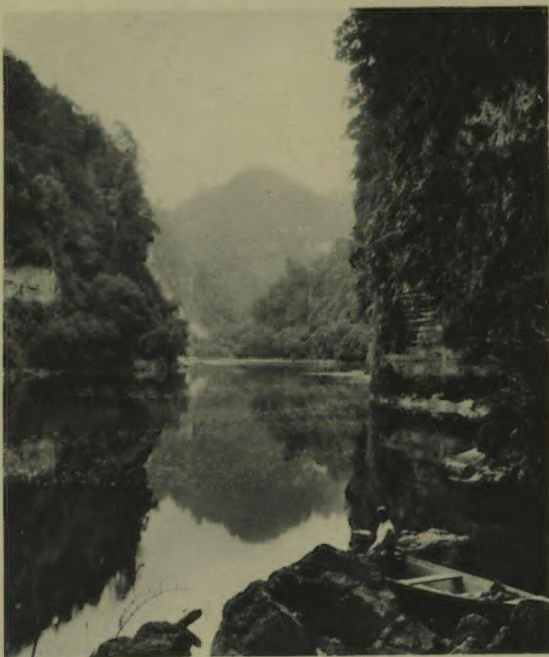
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NOTES FROM A TRAVELLER'S LOG-BOOK.

BY EDWARD E. LONG, C.B.E., F.R.G.S.

HOLIDAYS IN NEW ZEALAND.

THE speeding-up of ocean travel now brings New Zealand within easy range for a winter holiday, giving an opportunity of seeing these beautiful islands, so like our own in some respects, but with infinitely greater range



THE BEAUTY OF NEW ZEALAND: AN ENCHANTING VISTA OF LAKE AND MOUNTAIN LANDSCAPE, ON THE WANGANUI RIVER, IN NORTH ISLAND.

of scenery, in delightful summer weather. Travel in New Zealand has been made exceedingly comfortable with the aid of well-appointed express trains, with dining-, sleeping- and observation-cars, whilst modern motor services link up all parts of the country, over good roads, and excellent hotel accommodation is to be found in all the leading centres. Moreover, there is a New Zealand Government Tourist Department, with agencies in this country, which plans and arranges every kind of tour within the Dominion and has representatives to meet incoming liners at terminal

ports, thus ensuring that everything possible is done to make visitors welcome and their stay in New Zealand a thoroughly pleasant one.

As for what to see, New Zealand has so much to offer in this respect that it is difficult to discriminate, but lovers of mountain scenery will find magnificent views in the Southern Alps in the South Island, where Mount Cook towers to a height of 12,349 ft., whilst comparatively near at hand are Mount Tasman, 11,467 ft., with a glacier over eighteen miles in length and one of the finest ski-ing fields known, Mount Sefton, 10,354 ft., Mount La Perouse, 10,101 ft., and many others. South of these is the mountain wonderland where snow-capped peaks soar amongst lovely lakes—the region of the Lakes Wakatipu, Manapouri, and Te Anau, with scenery not surpassed in any part of the world. There is a walk from Lake Te Anau to Milford Sound, a distance of thirty-three miles, through forest glades and rocky canyons, by foaming rapids and great waterfalls, which, for scenic variety and grandeur, and luxuriance of vegetation, is probably unrivalled. From this beautiful lakeland one passes to New Zealand's fjordland, where the marvels of Milford Sound equal those of Norway's Sogne Fjord.

There are mountains, too, in the North Island, where Mount Egmont, the "Tower of Taranaki," as it is called, reaches a height of over 8000 ft. It is girdled with lovely woods, in which the vegetation is profuse, tree-ferns and other ferns being conspicuous, and the view from its summit extends over the beautiful Tongariro Park, of 150,000 acres, to Cook Strait, and beyond, to the Southern Alps. The highest mountain in the North Island is Ruapehu, 9175 ft., and from this peak, as well as from Mounts Tongariro and Ngauruhoe, there are glorious views. All three of these mountains are volcanic, a reminder that not very far from them is the thermal wonderland of New Zealand—Rotorua, where there are spouting geysers, boiling mud-pools, hot sulphurous springs, and chains of beautifully-tinted lakes. This, too, is the region of the Maoris, that fine and interesting race, which has succeeded in retaining many of its characteristics and customs.

No mention of the North Island would be complete without a reference to the fascinating beauty of the Wanganui River, whose caves and gorges and winding ways, amongst enchanting scenery, are steeped in the wild history of successive Maori tribes. Again, Lake Waikaremoana, named by the Maoris "The Sea of Rippling Waters," is

one of the most spacious and beautiful of New Zealand's lakes, 2000 ft. above sea-level, with bold headlands clothed with dense forest, and surrounded with high mountain ranges. In the North Island also are the wonderful Waitomo Caves, with a wealth of fantastic stalactitic and stalagmitic effects; the Gorge of the Manawatu, the bird-sanctuary of Kapiti Islands, and the historic Bay of Islands.

Nor must one forget the great attractions New Zealand offers to sportsmen—angling for splendid rainbow and brown trout, for salmon, swordfish, kingfish, sharks and thresher sharks; deer-stalking, for wapiti and moose, some of the noblest of the deer family; hunting of wild boar, wild cattle, and shooting, with pheasants, wild geese, grey duck, teal, and black swan as the bag. And then there are the fine cities and towns of New Zealand, the creation of British pluck, skill, and endurance—Wellington, the capital, on the shores of one of the finest harbours in the world; Auckland, city of beautiful parks and gardens, and splendid beaches; Christchurch, on the great Canterbury plain of South Island, and so English, with its River Avon, its oak and ash and weeping willow-trees; Dunedin, capital of Otago province, the centre for the southern lakes, and very Scotch; and Napier, one of the most popular seaside centres of New Zealand.



AMONG THE MOUNTAIN GLORIES OF NEW ZEALAND: A DISTANT VIEW OF THE FRANZ JOSEF GLACIER, IN THE SOUTHERN ALPS, SOUTH ISLAND, SHOWING THE WAIHO HOTEL.

Photographs by Courtesy of the High Commissioner for New Zealand.

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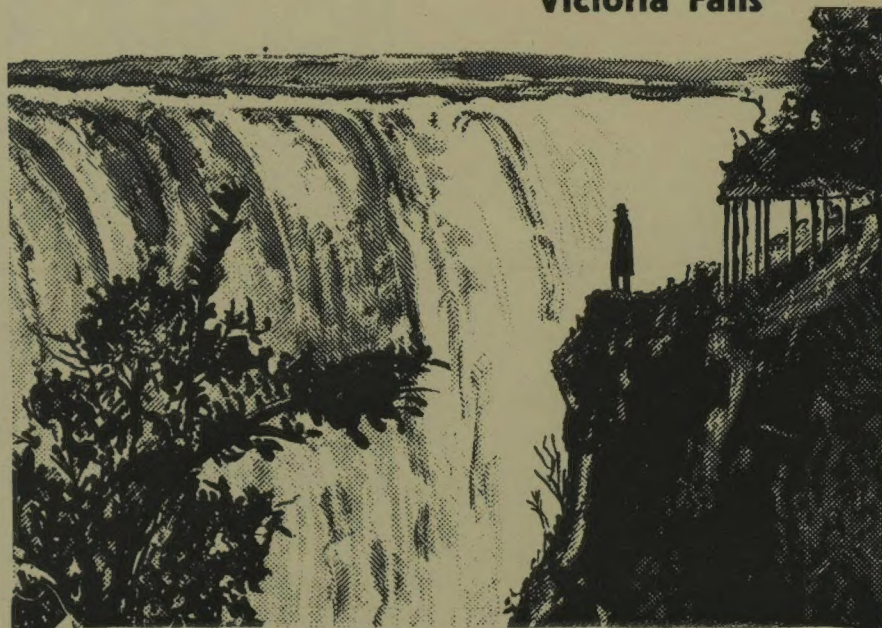
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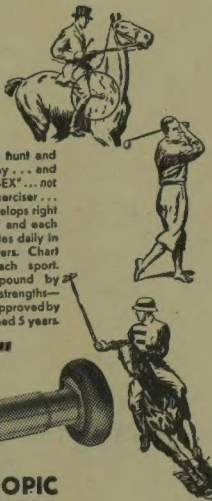
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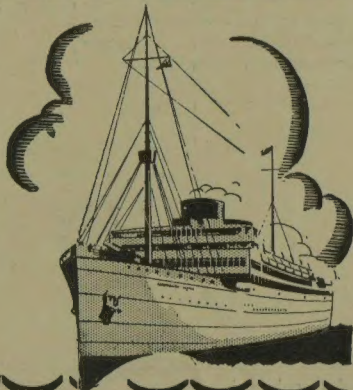
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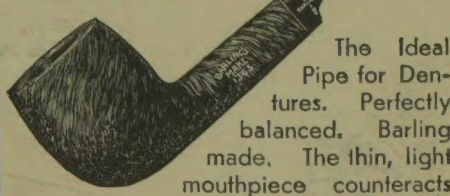
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4 Bahamas	5/-	9/-	4 " (French)	4/6	4/6
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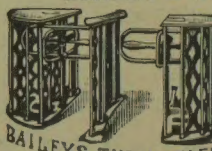
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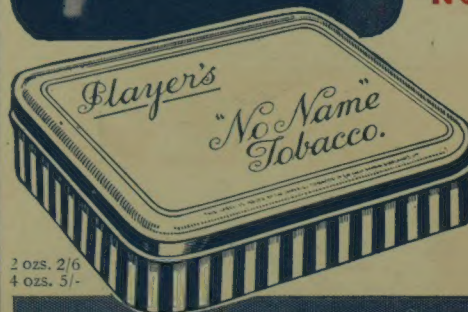
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